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REPORTS

FROM

COMMISSIONERS:

SIXTEEN VOLUMES.

—(15.)—

SHANNON NAVIGATION:

FOURTH REPORT;—PART II.

FIFTH REPORT, &c.

Session

5 February——*27 August* 1839.

VOL. XXVIII.

1839.

REPORTS FROM COMMISSIONERS:

1839.

SIXTEEN VOLUMES:—CONTENTS OF THE

FIFTEENTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Report; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

SHANNON NAVIGATION:

[208.] FOURTH REPORT (Part II.) of Commissioners appointed under 5 & 6 Will. IV. c. 67, for the Improvement of the Navigation of the River *Shannon;* with Maps, Plans, Estimates, and an Appendix:

Part II. Containing Plans 53 to 121 - - - p. 1

(*For* List of Plans, *see* Vol. XXVII.)

[173.] FIFTH REPORT - - - - - - - - 139

[193.] REPORT made by Order of the Commissioners for the Improvement of the *Shannon*, on a preliminary Examination of the County between the River *Shannon* and *Erne*, with a view to the Formation of a proposed Junction Canal between the Navigations of these Rivers, by *W. T. Mulvany*, Civil Engineer; with Maps - 195

SHANNON NAVIGATION:

FOURTH REPORT, PART II. (containing PLANS 53 to 121) - p. 1
(*See* VOL. XXVII. for *List of Plans.*)

FIFTH REPORT - - - - - - - - - 139

APPENDIX - - - - - - - - - 145

REPORT, by Order of COMMISSIONERS, by *W. T. Mulvany*, Civil Engineer, 195

MAPS - - - - - - - - - - 211

/

FOURTH REPORT

OF

THE COMMISSIONERS

APPOINTED PURSUANT TO THE ACT 5 & 6 WILLIAM IV., CAP. 67,

FOR THE

IMPROVEMENT OF THE NAVIGATION

OF THE

RIVER SHANNON;

WITH

MAPS, PLANS, AND ESTIMATES,

AND

AN APPENDIX.

PART II.

Containing Plans No. 53 to 121.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:

PRINTED BY W. CLOWES AND SONS, 14, CHARING CROSS.

FOR HER MAJESTY'S STATIONERY OFFICE.

1839.

SURVEY
OF THE
RIVER SHANNON,
UNDER THE ACT V. & VI. Wm 4TH CAP. 67.

TRANSVERSE SECTIONS
OF THE
CALLOW LANDS
NEAR
CARRICK-ON-SHANNON,
Shewing their
HEIGHT AND FORMATION
together with the
Levels of the Several Floods.

1838.

Wm T. MULVANY, *Civil Engineer*
WILLIAM FRASER, *Surveyor.*

Scale for the Lengths
200 Feet to an Inch.

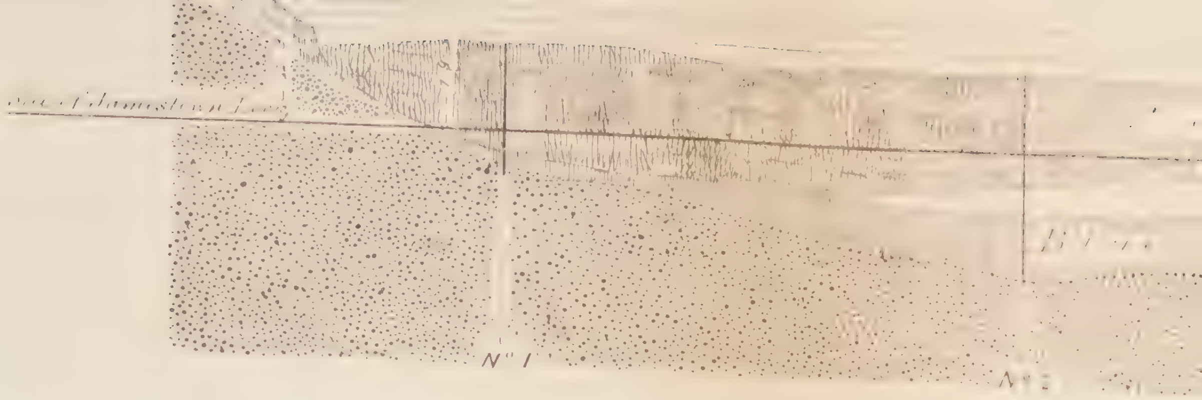
100 50 0 1 2 3 4 5 6 7 8 900 Feet.

Scale for the Heights.
20 Feet to an Inch

5 0 10 20 30 40 50 Feet

Note. The Borings are represented thus ┬ N°6.

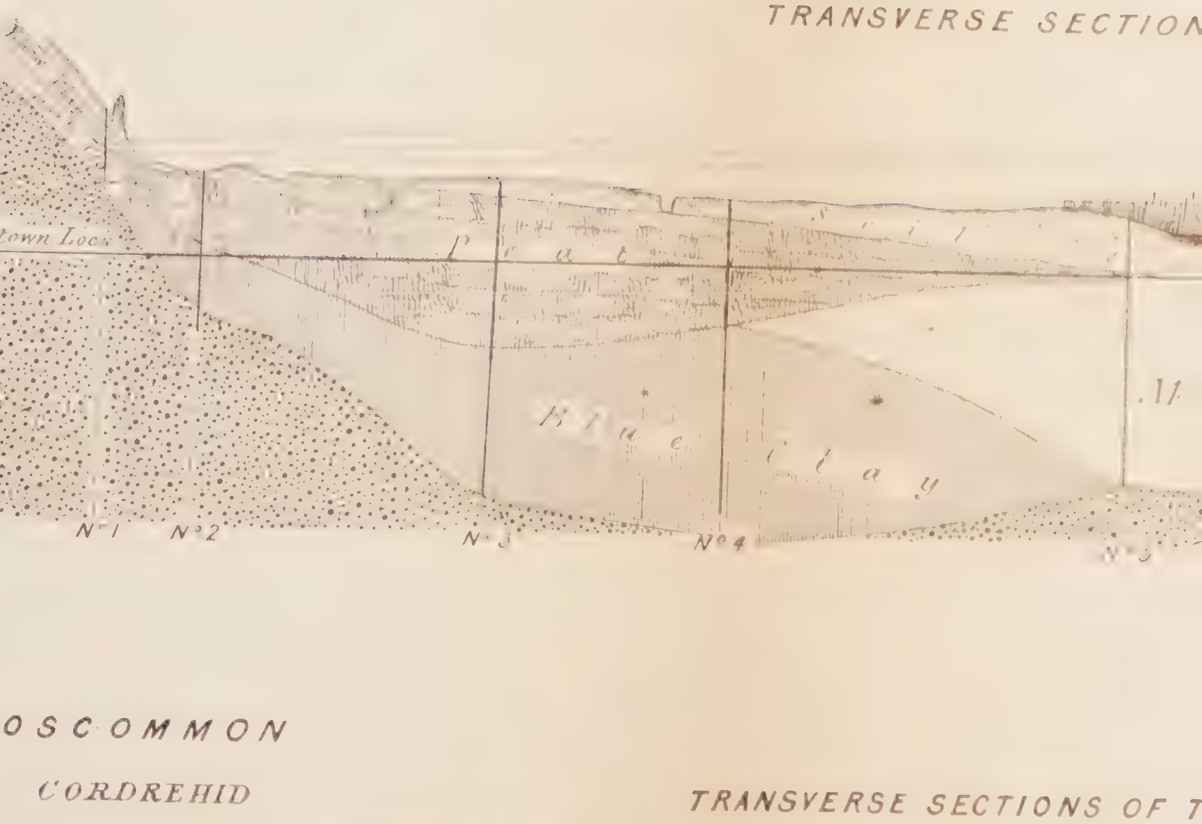
Standidge & Co. Lithe London.



MON.

EEN

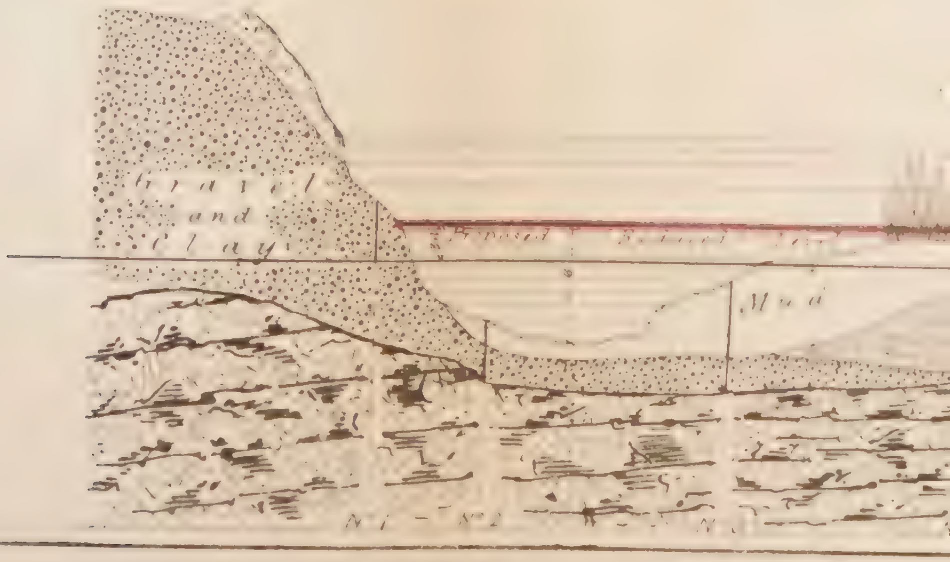
TRANSVERSE SECTION

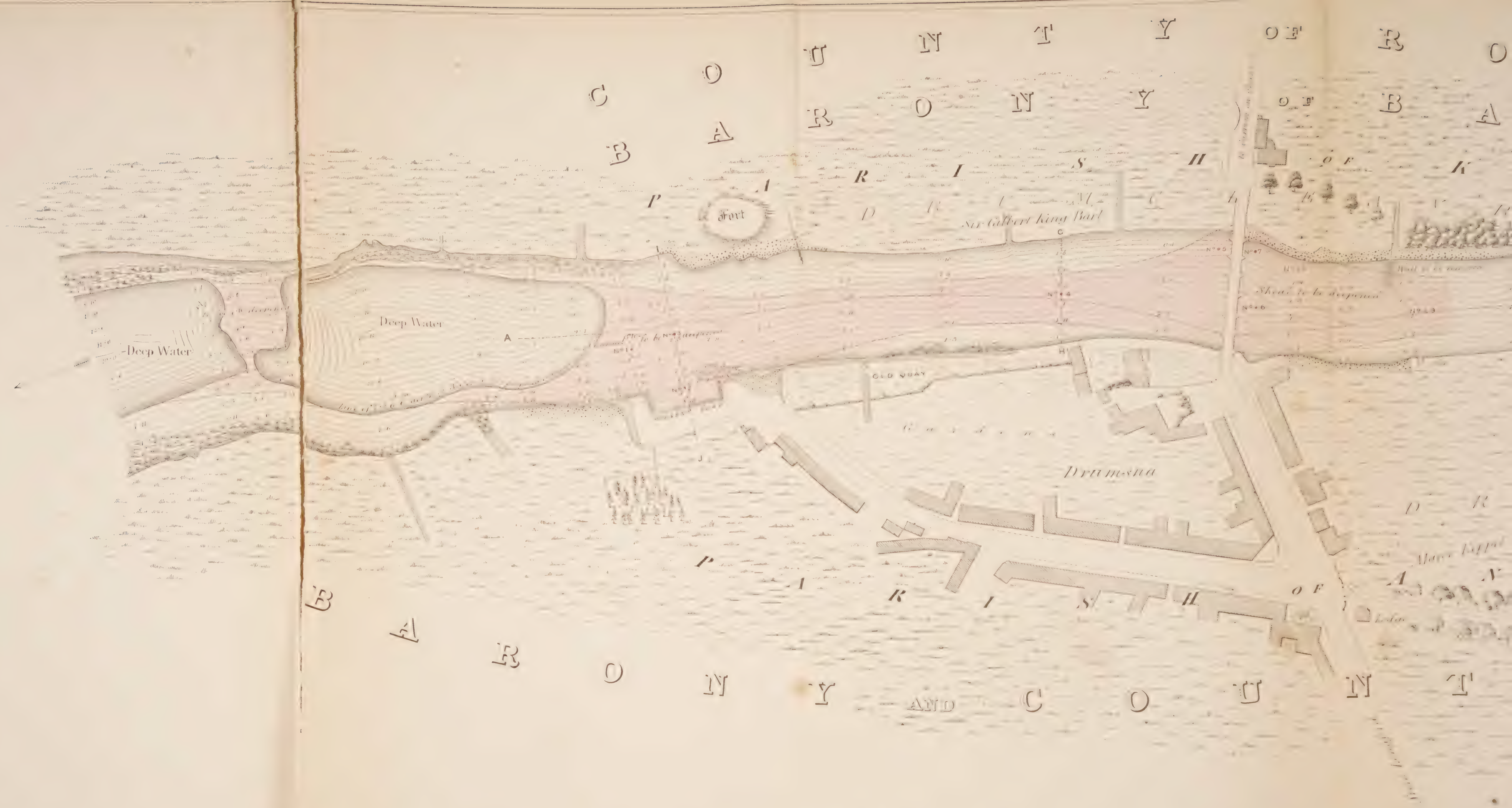


OSCOMMON

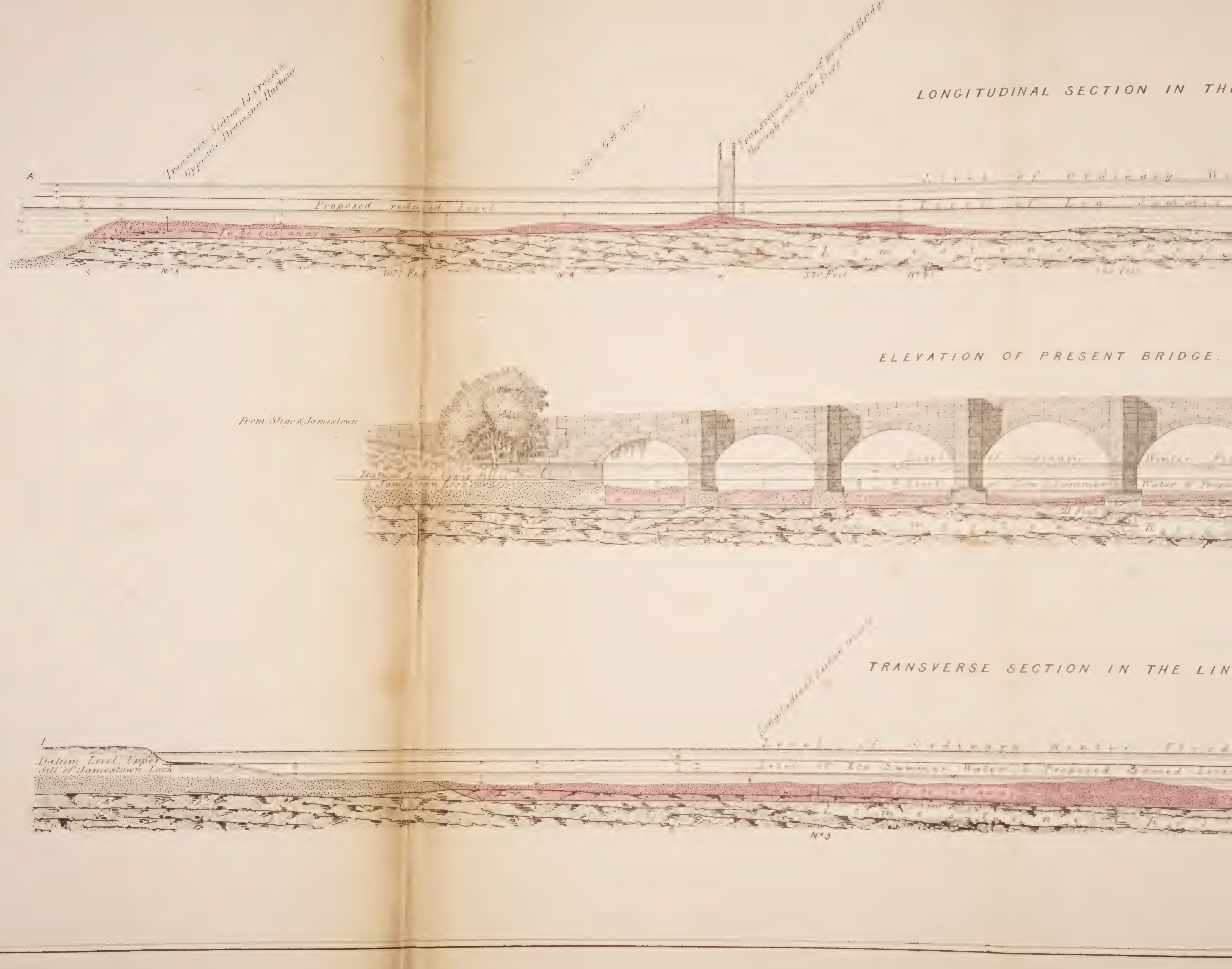
CORDREHID

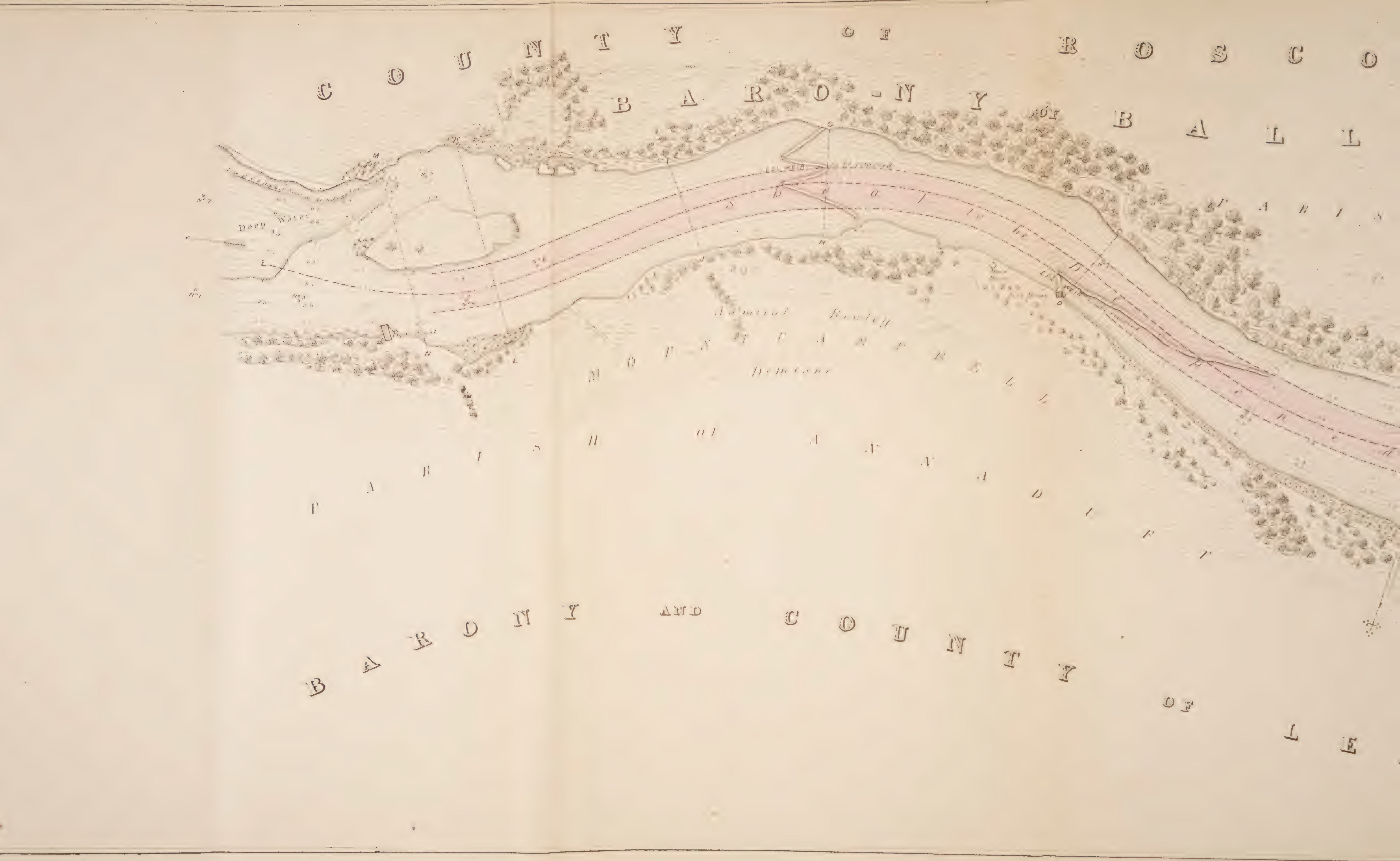
TRANSVERSE SECTIONS OF T




COUNTY OF RO
BARONY OF BA
PARISH OF K
Fort
Sir Gilbert King Bart
Deep Water
Deep Water
C
H
A
No. 4
No. 5
No. 6
No. 7
Shoal to be deepened
OLD QUAY
Drumsna
PARISH
BARONY AND COUNT

Deep Water
Fort


LONGITUDINAL SECTION IN THE
A
Proposed reduced Level
To be cut away
N°3
N°4
370 Feet
ELEVATION OF PRESENT BRIDGE.
From Sligo & Jamestown
TRANSVERSE SECTION IN THE LIN
Datum Level. Upper
Sill of Jamestown Lock
N°3


COUNTY OF ROSCO
BARONY OF BALL
Deep Water
Admiral Rowley
Demesne
BARONY AND COUNTY OF LE

TRANSVERSE SECTIONS.

IN THE LINE GH ON PL 56.

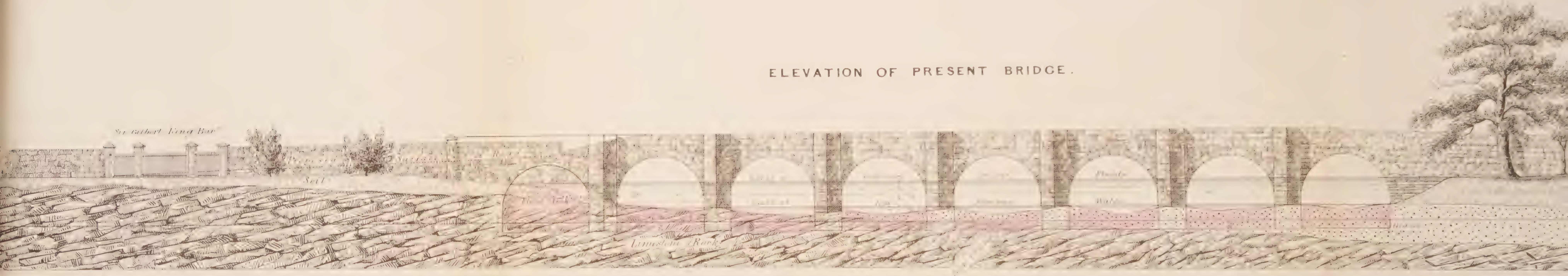
IN THE LINE KL. SEE PL. Nº 56.

IN THE LINE MN. SEE PL. Nº 56.

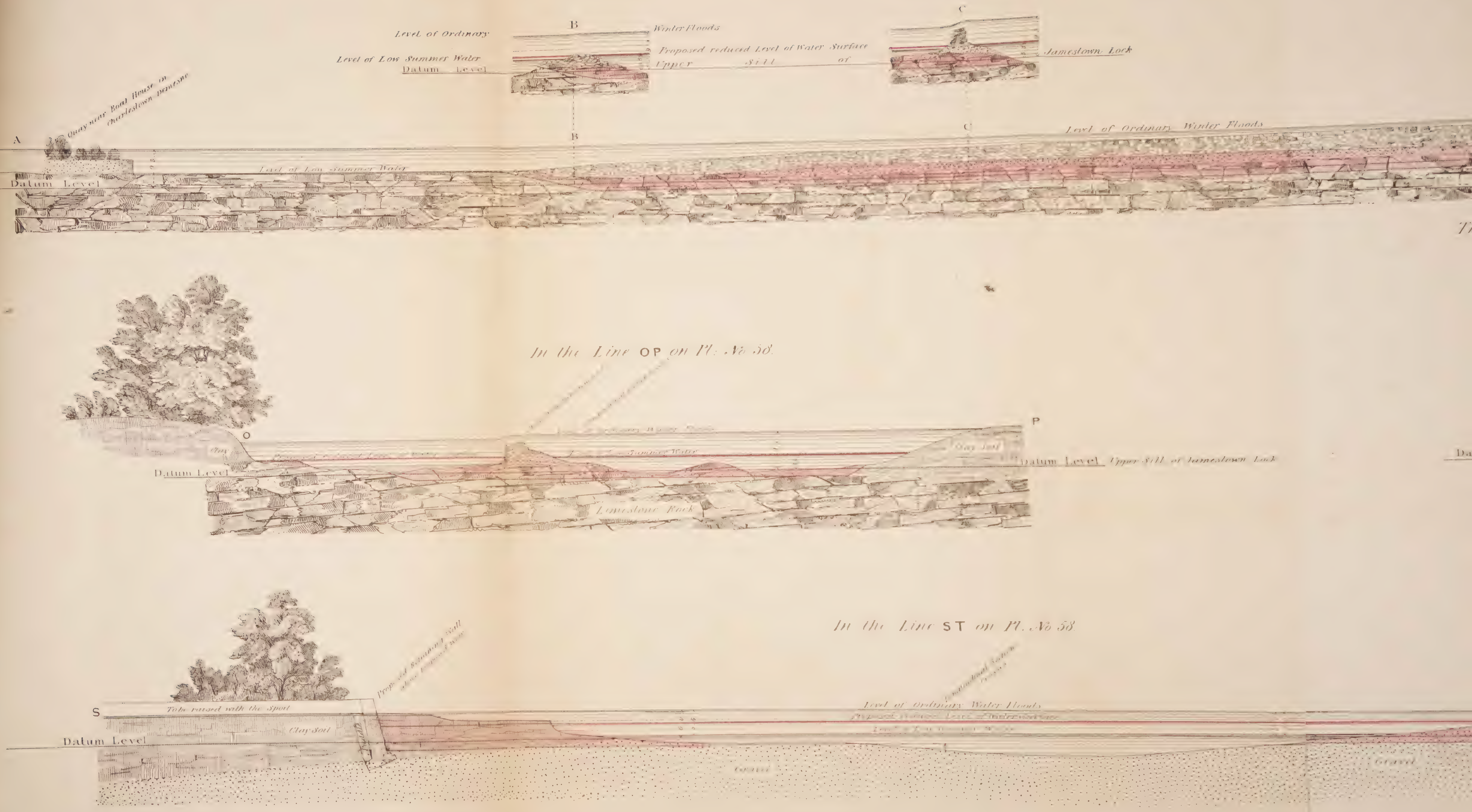
COUNTY OF
BARONY OF
PARISH OF
True Meridian
CHARLESTOWN
Sir Gilbert King, Bart
Ruins of Charlestown House
Garden
Mill Dam
Weir
Obstruction to be cleared away
To be Deepened
Kilsbreenan Grave Yard
Tomb
Ruins of Church
Shed
Mill
JAMESTOWN
Monastery
Deep Water
Fair Green
From Leitrim
From Carrick on Shannon to Sligo
Gate
TULLY
Francis O'Beirne Esq
JAMESTOWN.
Francis O'Beirne, Esqr
PARISH OF KILTOGHE
BARONY OF LEITR
COUNTY OF LEIT

LONGITUDINAL SECTION IN THE LINE W.E.X. ON PL No 58

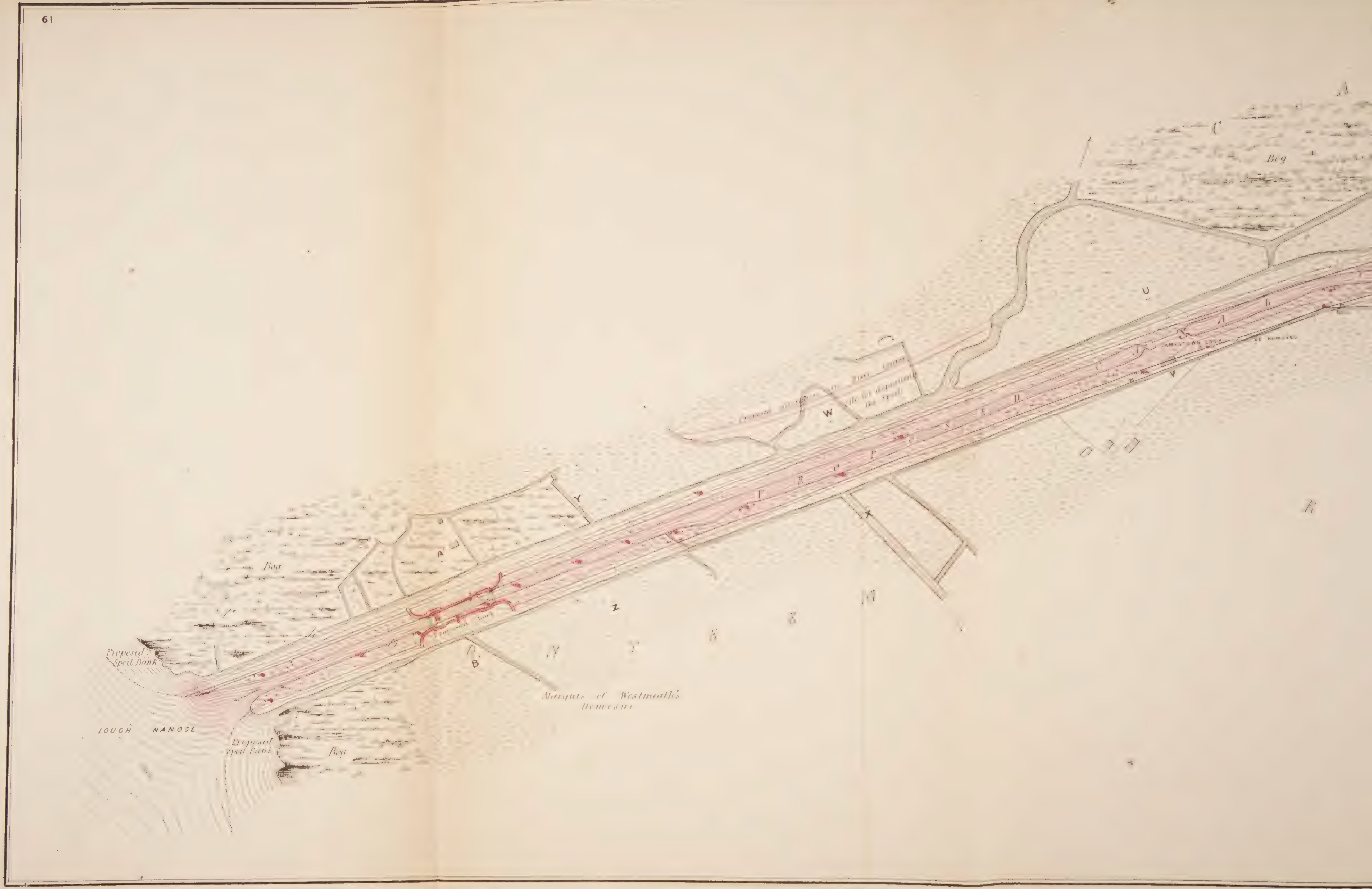
ELEVATION OF PRESENT BRIDGE.



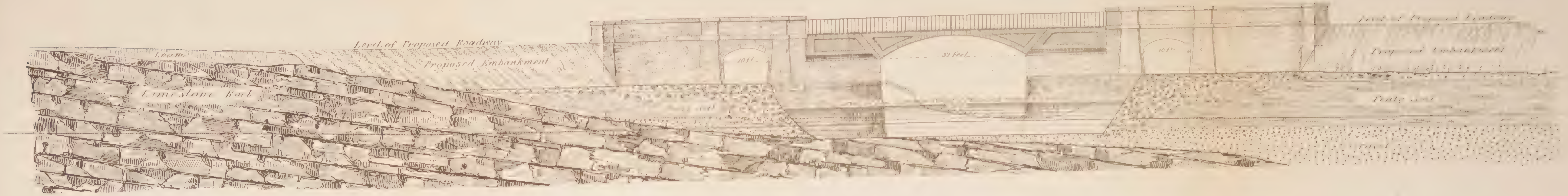
IN THE LINE K.L ON PL. No 58.



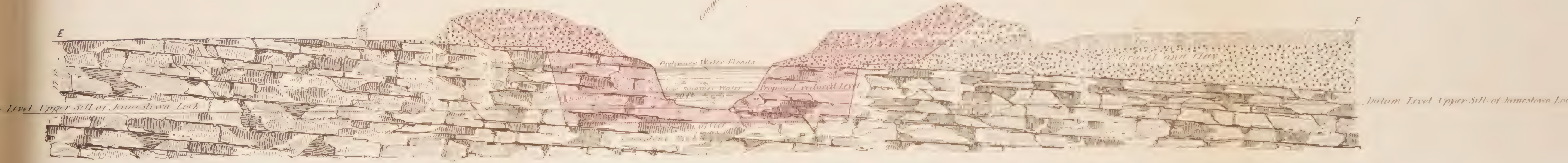
B
C
Level of Ordinary
Winter Floods
Proposed reduced Level of Water Surface
Level of Low Summer Water
Datum Level
Upper Sill of Jamestown Lock
A
Quay near Boat House in Charlestown Demesne
Level of Ordinary Winter Floods
Level of Low Summer Water
Datum Level
In the Line OP on Pl. No 58.
O
P
Clay
Clay Soil
Datum Level
Datum Level Upper Sill of Jamestown Lock
Limestone Rock
In the Line ST on Pl. No 58.
S
To be raised with the Spoil
Proposed Retaining Wall
Clay Soil
Datum Level
Level of Ordinary Winter Floods
Gravel


Bog
Bog
Bog
Proposed Spoil Bank
Proposed Spoil Bank
LOUGH NANOGE
Proposed Lock
Marquis of Westmeath's Demesne
JAMESTOWN LOCK TO BE REMOVED

ELEVATION OF PROPOSED SWIVEL BRIDGE



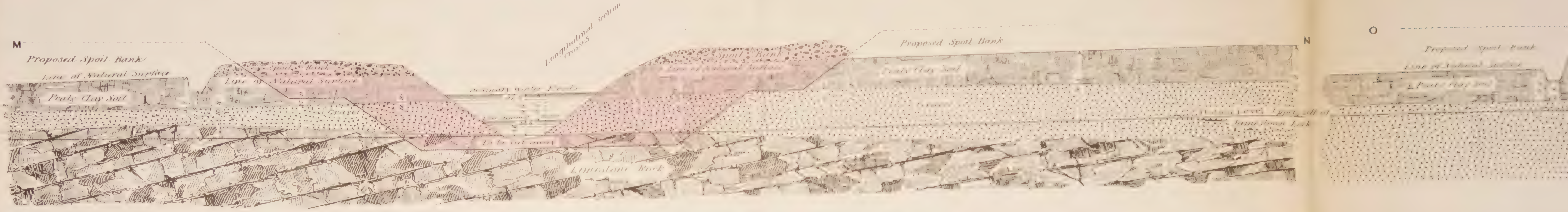
IN THE LINE E.F. ON PL. Nº 61.



IN THE LINE I.J. ON PL. Nº 61.

T R A N S V

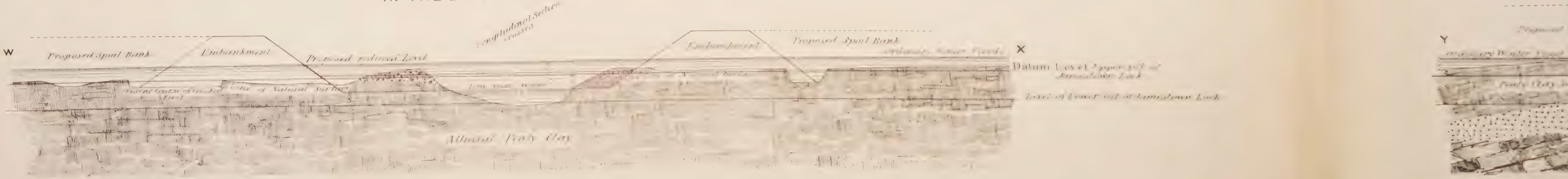
IN THE LINE M. N. ON PL. No. 61.



IN THE LINE S.T. ON PL. No 61.

BLACK LOUGH

IN THE LINE W. X. ON PL. No 61.



SU

RIVE

UNDER THE A

KILBRIDE

PLAN AN

S

Shewing the Pr

WILLIAM T. S

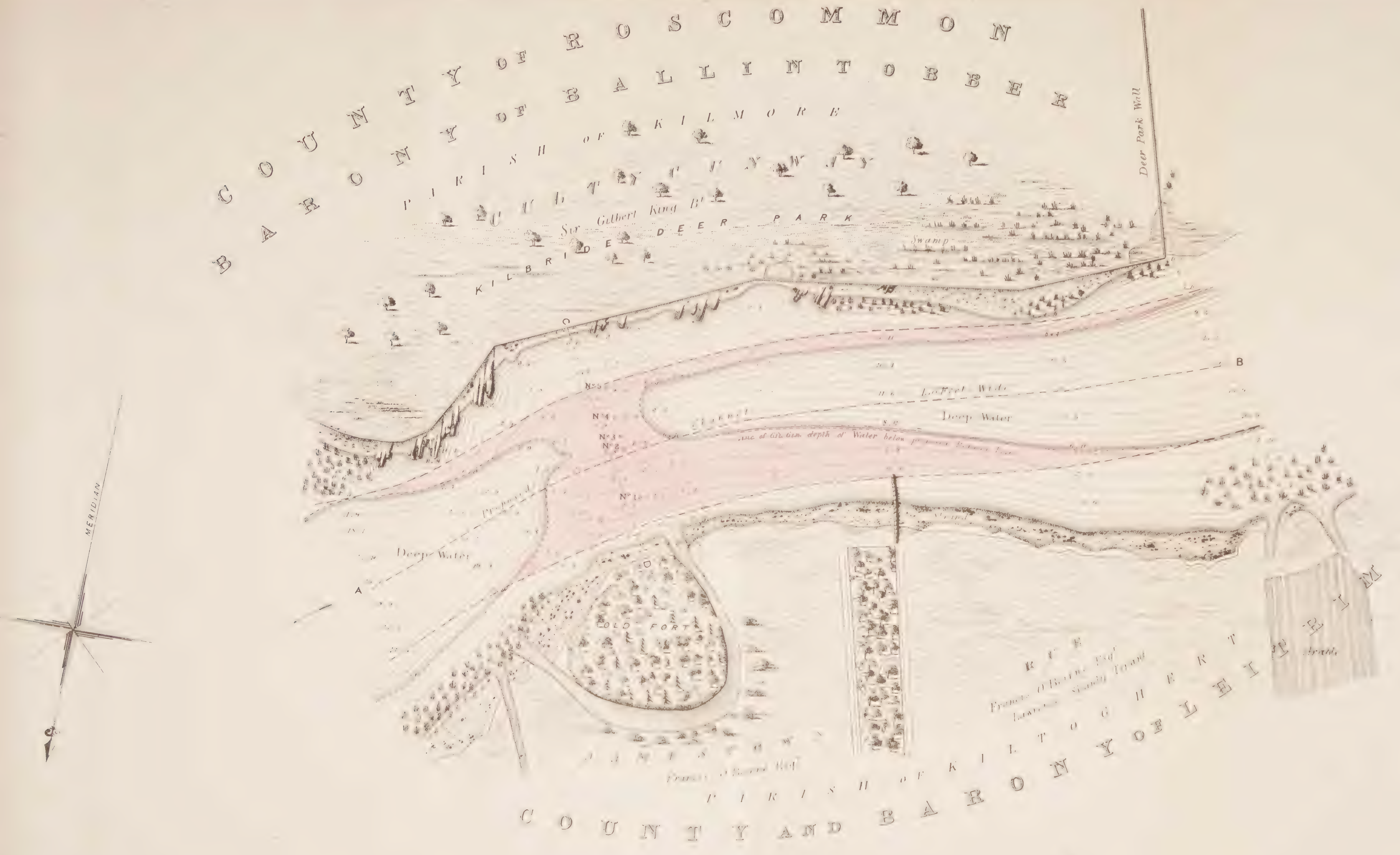
WILLIAM SH

Scale for the Plan and L

100 F

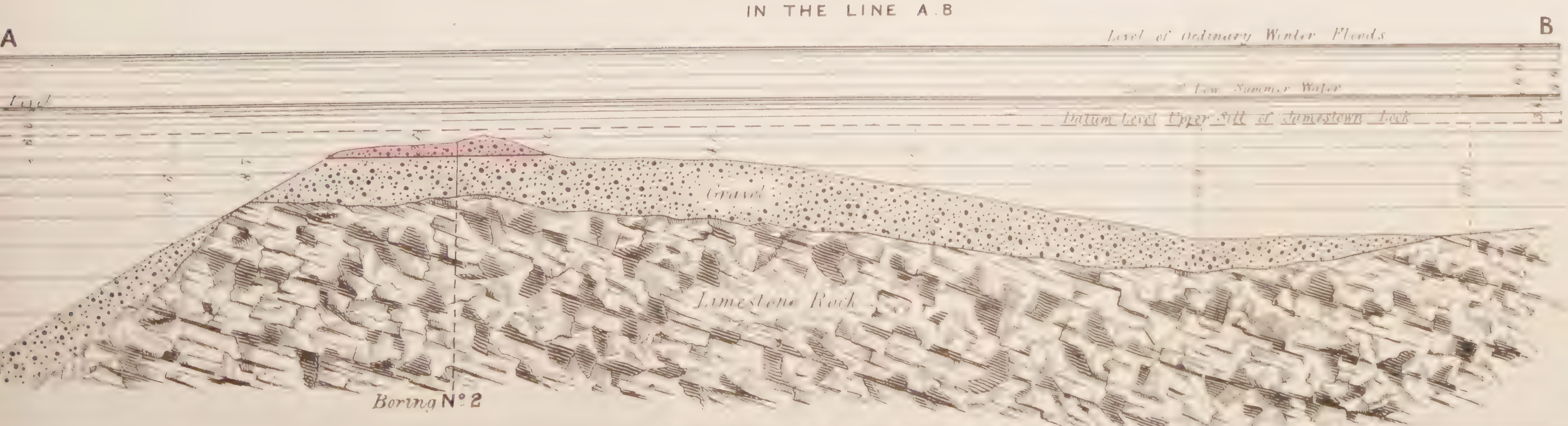
Scale for the Heights of the Sections o

20 F

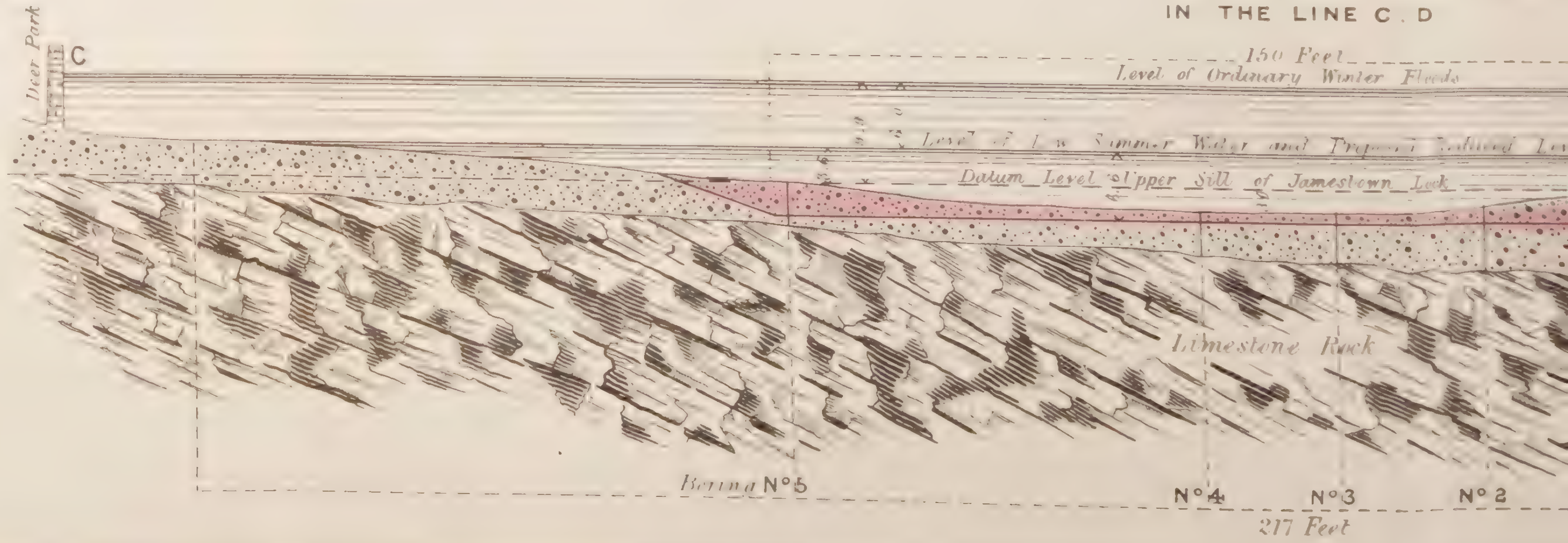


The Proposed Improvements are shewn in Red, th
the Depths of Water below the Proposed Reduc
which is also the Low Summer Water of this
The Sites of the several Borings which have bee
on the Sections thus

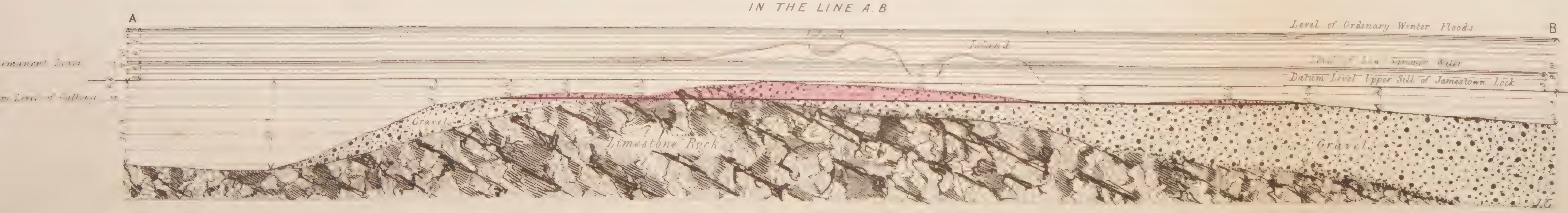
LONGITUDINAL SECTION
IN THE LINE A.B



TRANSVERSE SECTION
IN THE LINE C.D



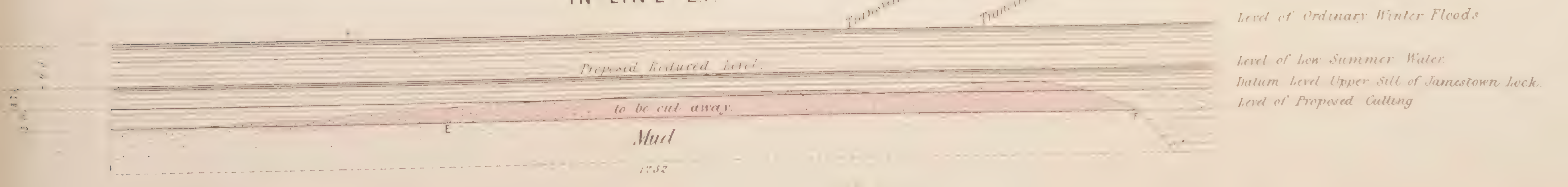
LONGITUDINAL SECTION
IN THE LINE A.B

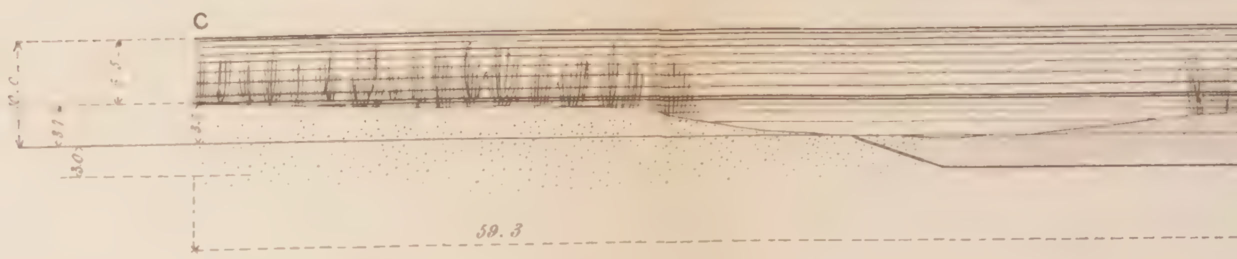


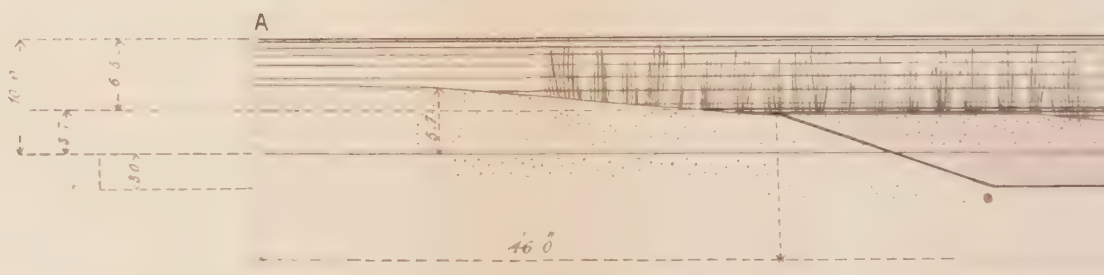
COUNTY OF ROSCOMMON
BARONY OF BALLINTOBER
True Meridian
PARISH OF AUGHRIM
CURRIES
Lord Hartland
CURRIES
Lord Hartland
Deep Water
BEACON
BEACON
BEACON
BEACON
BEACON
BEACON
No 6
No 5
No 7
RUIN OF EEL WEIR
Proposed Channel
Proposed Channel
Deep Water
Deep Water
No 2
No 1
Proposed Beacon
CORRADCOGHROO
PARISH OF KILTOGHERT
BARONY AND COUNTY OF LEITRIM

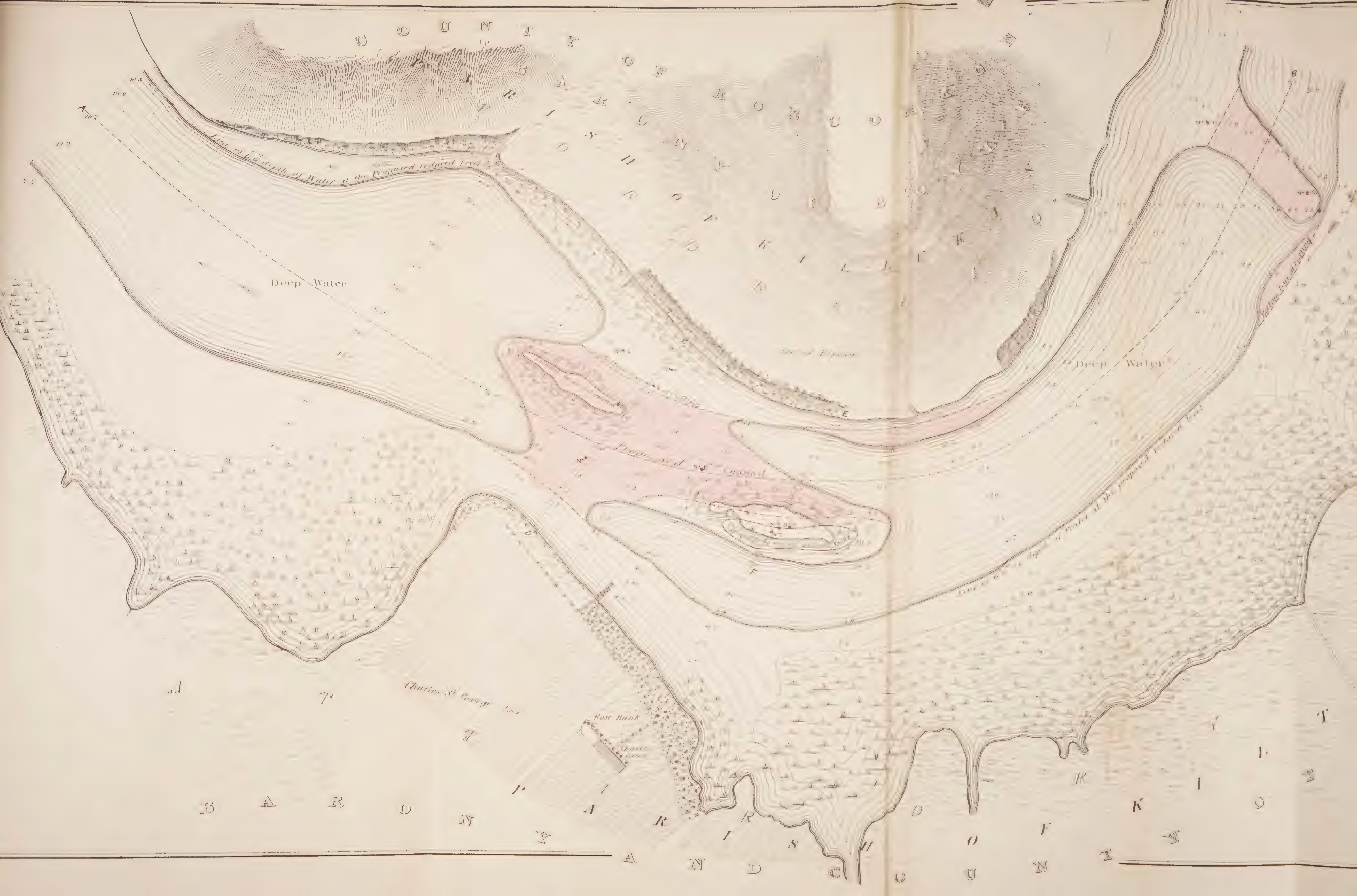
LONGITUDINAL SECTION

IN LINE E.F.

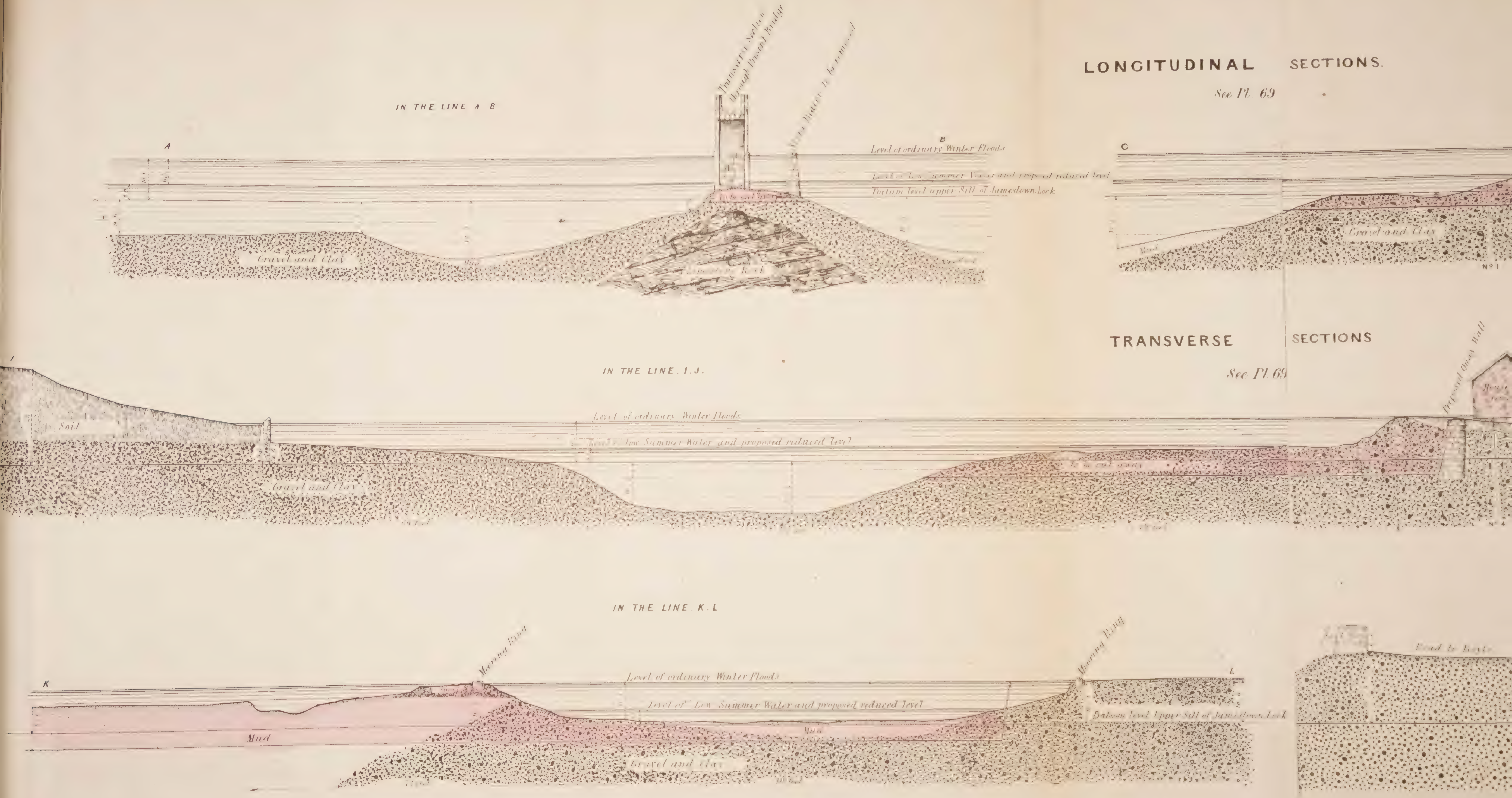


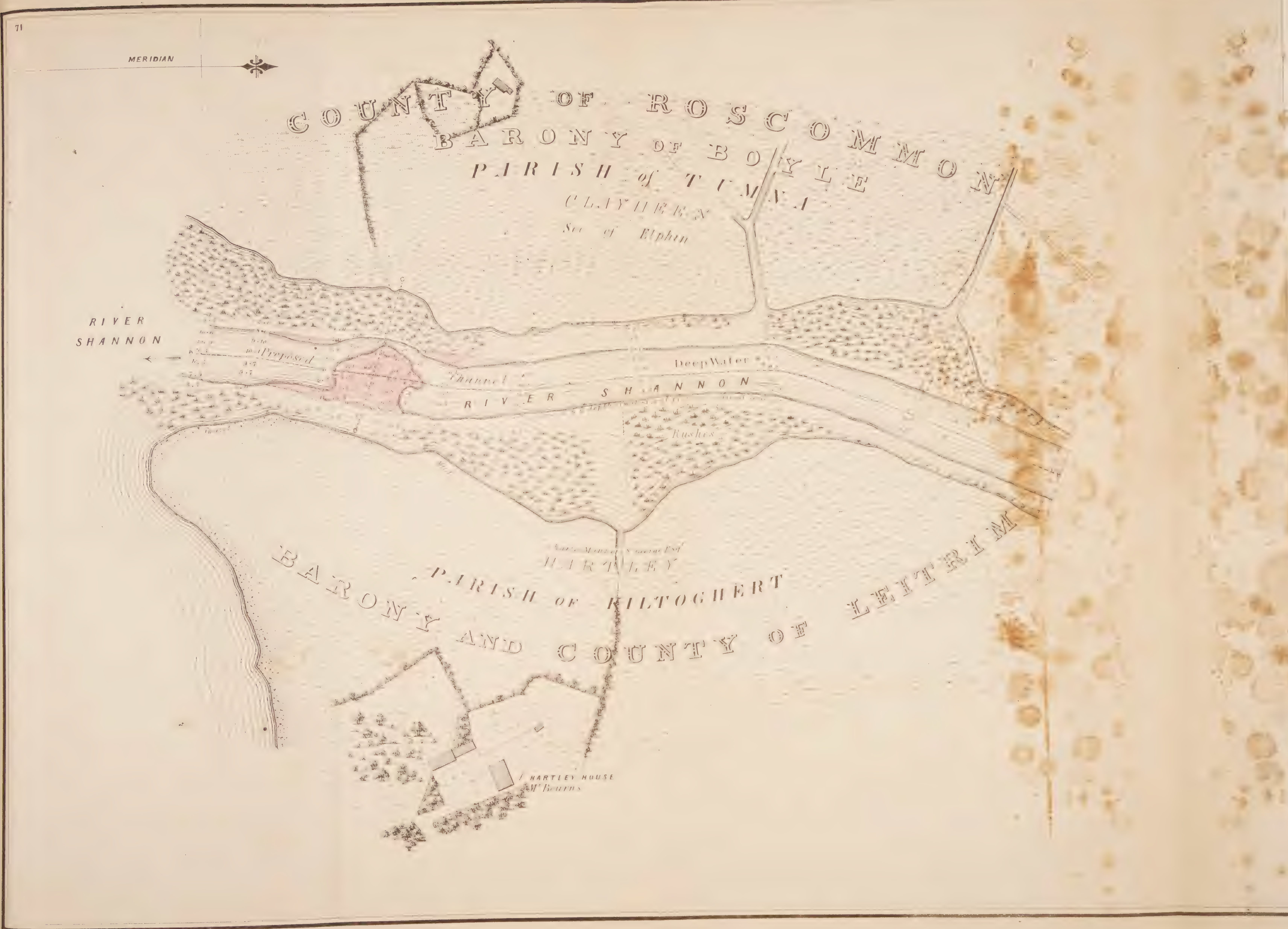




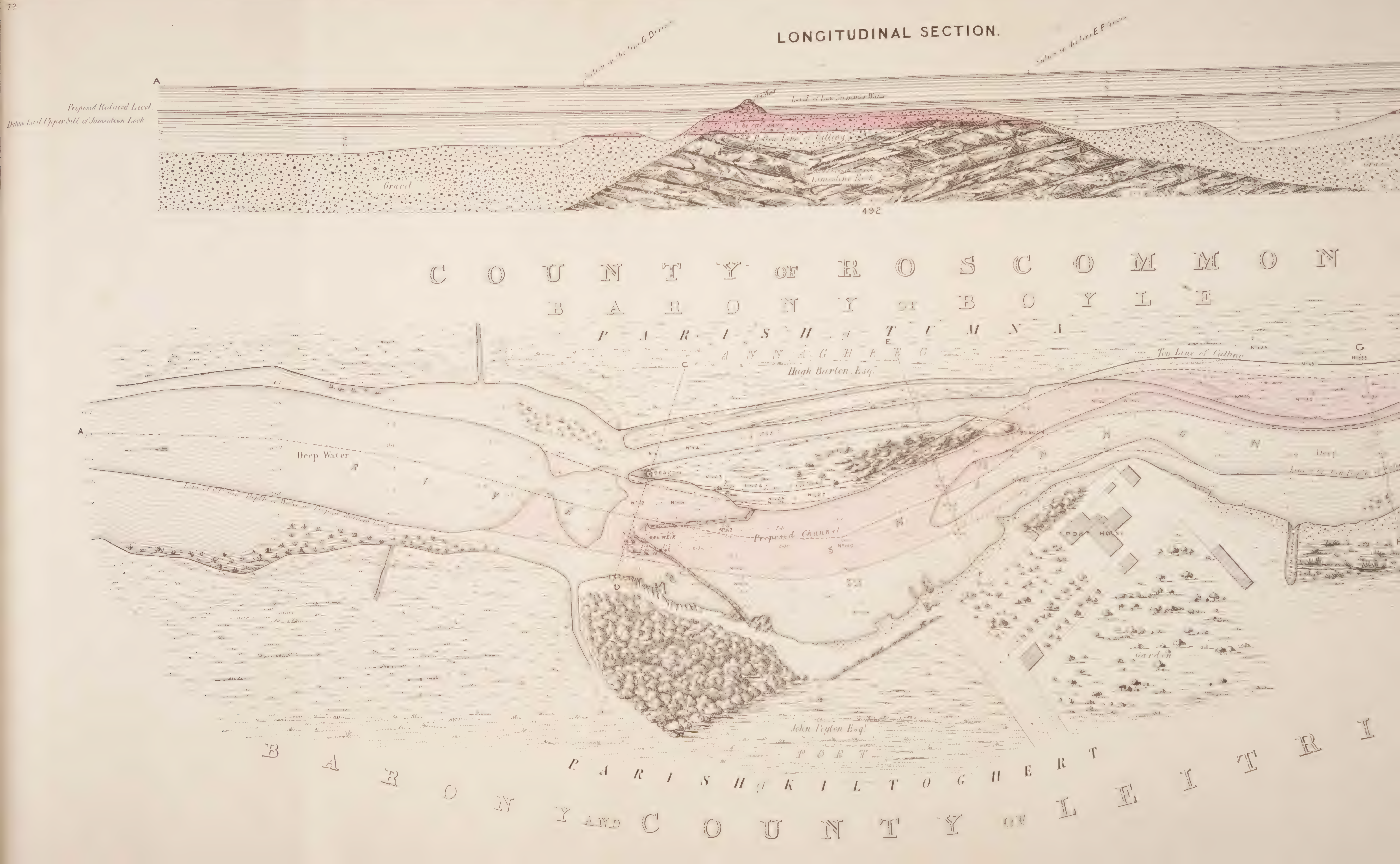

COUNTY OF ROSCOMMON
Deep Water
Deep Water
Charles St George Esq
Rose Bank

Pl. No. 1
Shewing the Present State of the NAVIGATION.


LONGITUDINAL SECTIONS.
See Pl. 69
IN THE LINE A B
A
B
C
Level of ordinary Winter Floods
Datum level upper Sill of Jamestown Lock
Gravel and Clay
Mud
N° 1
TRANSVERSE SECTIONS
See Pl. 69
IN THE LINE. I. J.
Soil
Level of ordinary Winter Floods
Level of Low Summer Water and proposed reduced level
Gravel and Clay
N° 4
IN THE LINE. K. L
K
L
Mooring Ring
Level of ordinary Winter Floods
Level of Low Summer Water and proposed reduced level
Datum level Upper Sill of Jamestown Lock
Mud
Gravel and Clay


MERIDIAN
COUNTY OF ROSCOMMON
BARONY OF BOYLE
PARISH of TUMNA
CLAYHEEN
See of Elphin
RIVER
SHANNON
Proposed
Channel
Deep Water
RIVER SHANNON
Rushes
HARTLEY
PARISH OF KILTOGHERT
BARONY AND COUNTY OF LEITRIM
HARTLEY HOUSE
Mr. Bourns

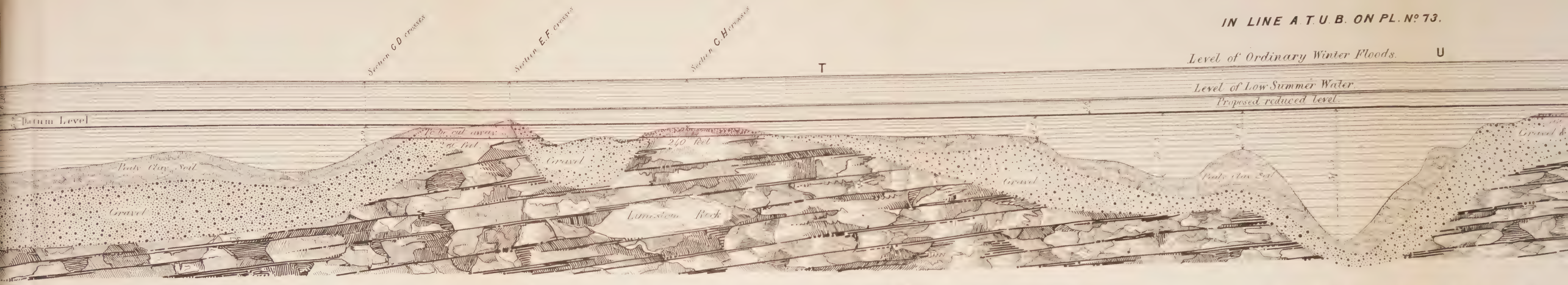
A
Level of Cutting
C
Mud
Clay Soil


LONGITUDINAL SECTION.
A
Proposed Reduced Level
Datum Level Upper Sill of Jamestown Lock
Level of Low Summer Water
To be cut away
Limestone Rock
Gravel
492
COUNTY OF ROSCOMMON
BARONY OF BOYLE
PARISH of TUMNA
Hugh Barton Esq.
Top Line of Cutting
Deep Water
BEACON
Proposed Channel
PORT HOUSE
Garden
John Peyton Esq.
PORT
PARISH of KILTOGHERT
BARONY AND COUNTY OF LEITRIM

COUNTY of ROSCOMMON
BARONY of BOYLE
PARISH of TUMNA
Hugh Barton Esquire
Peter D Latouche Esqre
Spring Well
Deep Water
Top Line of Cutting
Proposed Channel
Proposed Wharf and Site for Stores
Grays Fort
PARISH OF KILTOGH
BARONY AND COUNTY OF
Proposed Road
Limestone Rock
Fair Green
Leitrim River
Distance from Leitrim 173 Yards

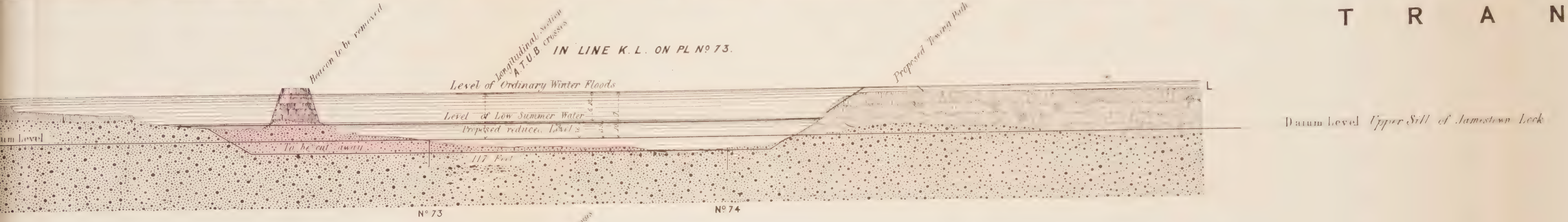
L O N G I T U

IN LINE A.T.U.B. ON PL. No 73.

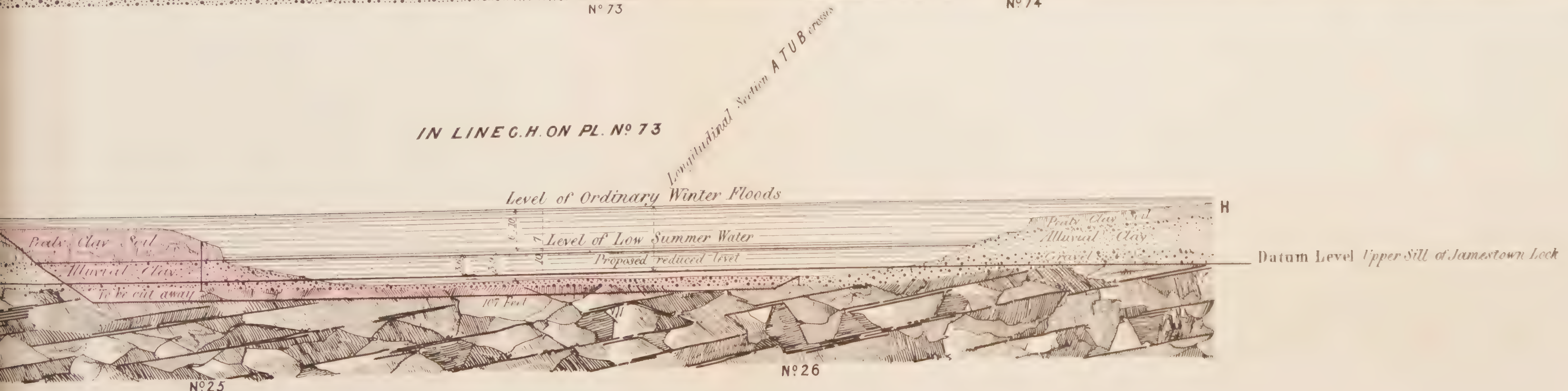


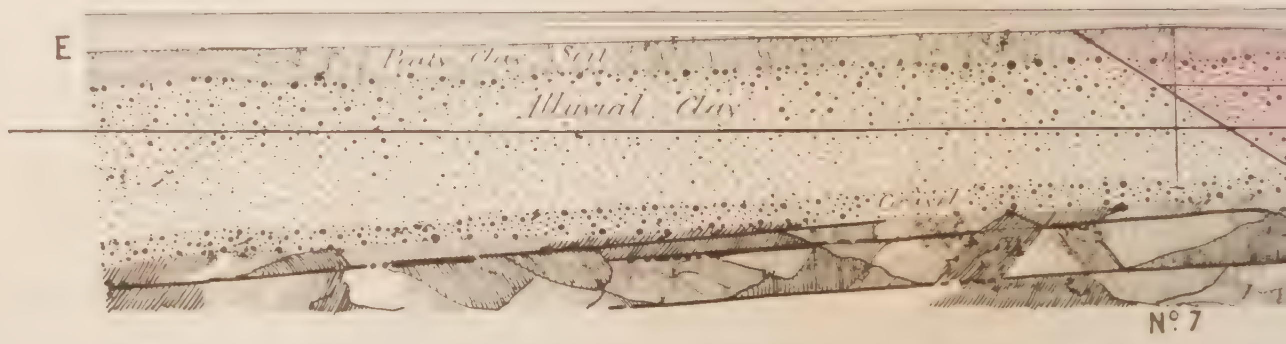
T R A N S

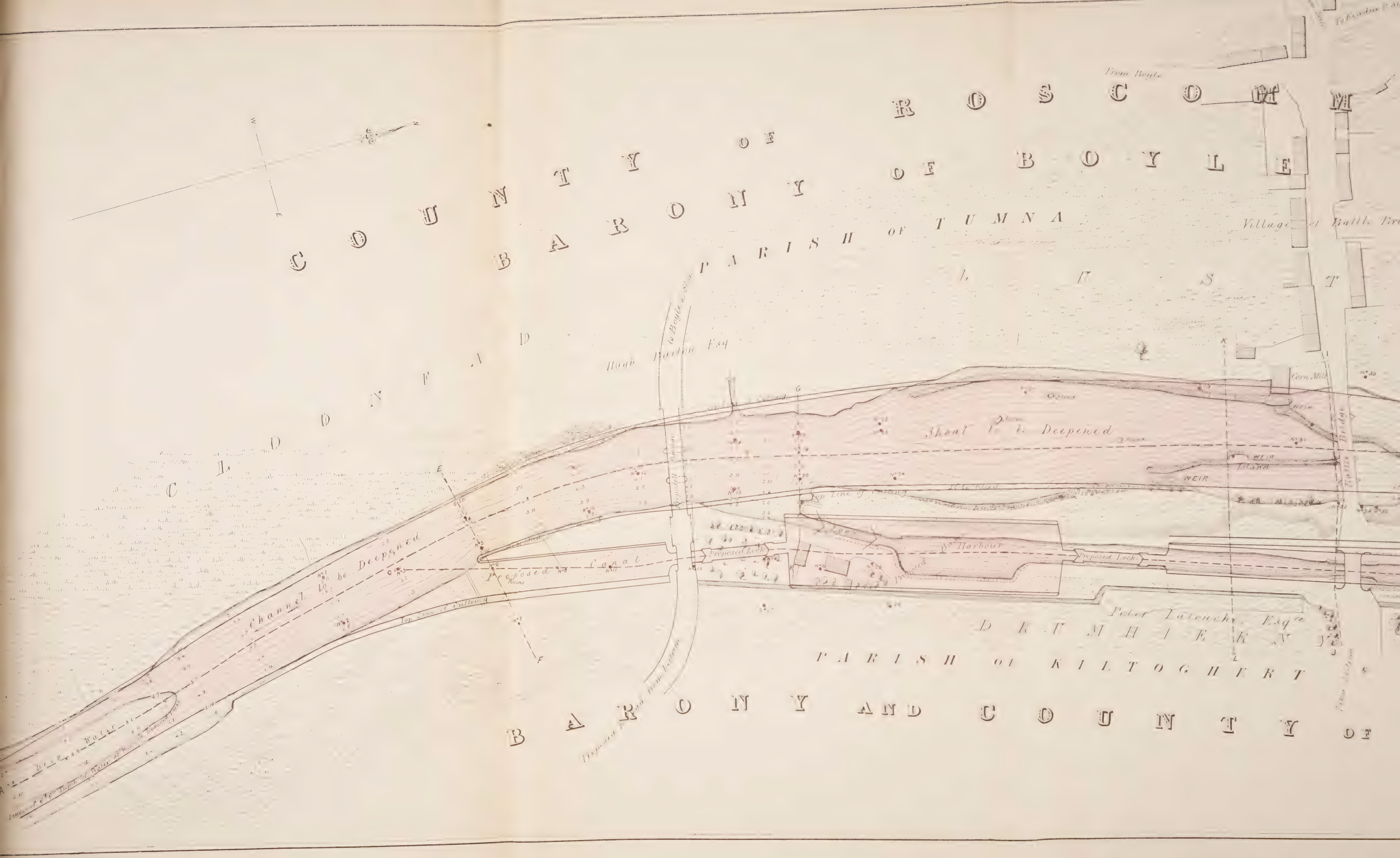
IN LINE K.L. ON PL No 73.



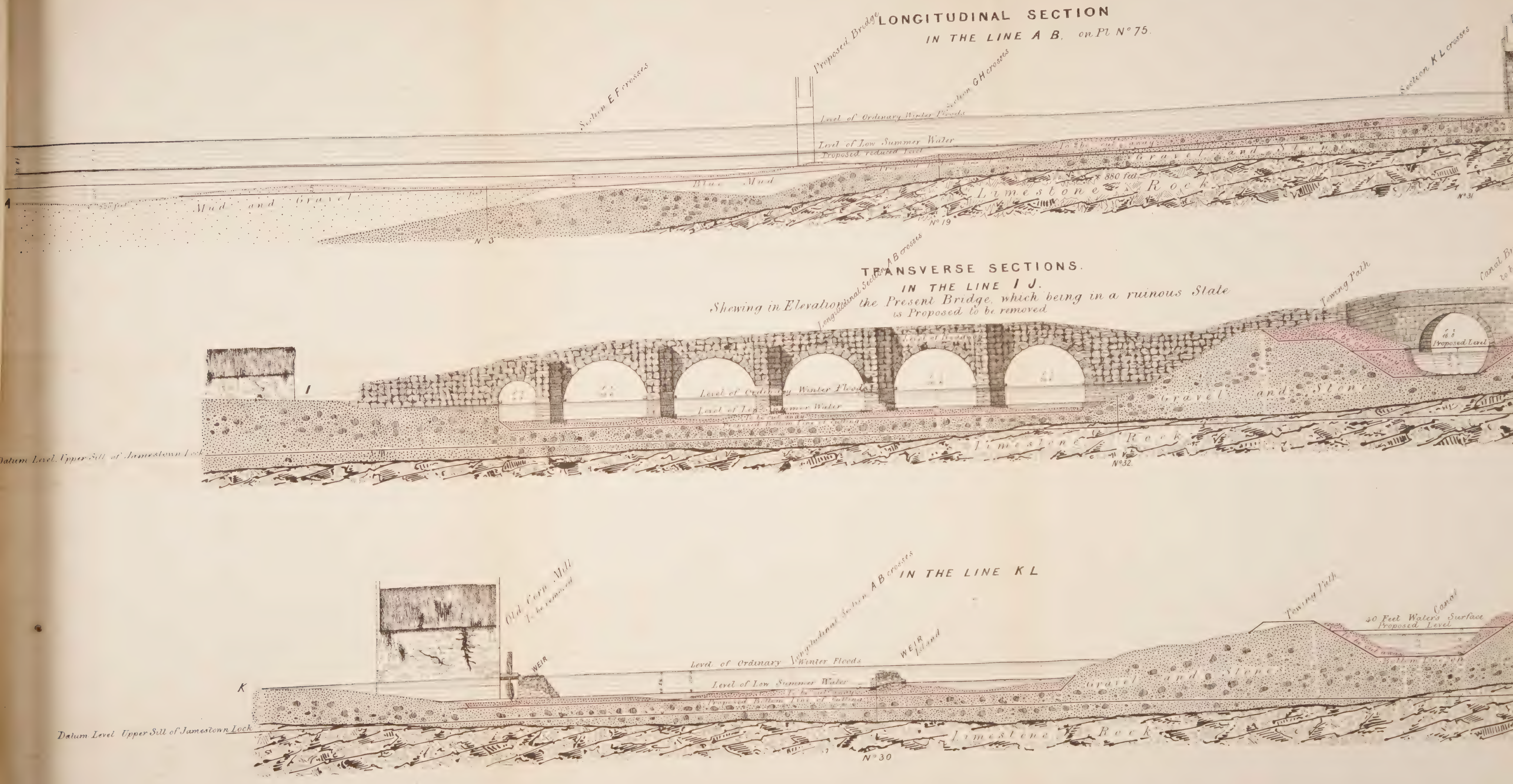
IN LINE G.H. ON PL. No 73



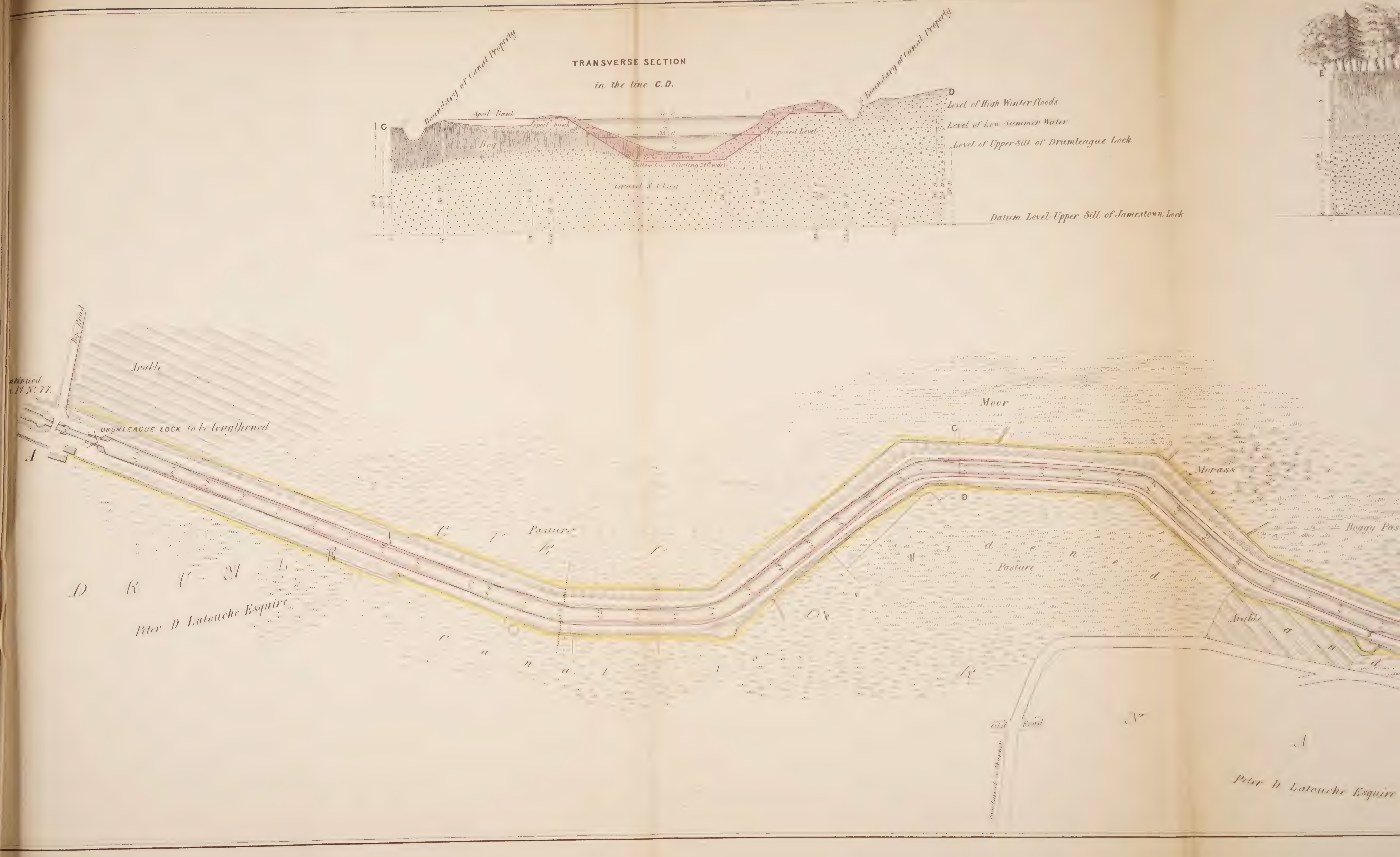




COUNTY OF ROSCOM
BARONY OF BOYLE
PARISH OF TUMNA
From Boyle
CLOONFAD
Hugh Barton Esq
Shoal to be Deepened
WEIR
Island
Corn Mill
Channel to be Deepened
Proposed Canal
Ruins
Proposed Lock
Harbour
Top Line of Cutting
Deep Water
Peter Latouche Esqre
PARISH OF KILTOGHERT
BARONY AND COUNTY OF


LONGITUDINAL SECTION
IN THE LINE A B. on Pl. N° 75.
Proposed Bridge
Section E F crosses
Section G H crosses
Section K L crosses
Level of Ordinary Winter Floods
Level of Low Summer Water
Proposed reduced Level
Gravel and Stones
Blue Mud
Mud and Gravel
Limestone Rock
880 feet
N° 3
N° 19
N° 31
TRANSVERSE SECTIONS.
IN THE LINE I J.
Shewing in Elevation the Present Bridge, which being in a ruinous State is Proposed to be removed
Longitudinal Section A B crosses
Towing Path
Proposed Level
I
Level of Ordinary Winter Floods
Level of Low Summer Water
Gravel and Stones
Limestone Rock
Datum Level Upper Sill of Jamestown Lock
N° 32.
IN THE LINE K L
Old Corn Mill to be removed
Longitudinal Section A B crosses
WEIR
WEIR Island
Towing Path
Canal
40 Feet Waters Surface Proposed Level
K
Level of Ordinary Winter Floods
Level of Low Summer Water
Proposed Bottom line of Cutting
Gravel and Stones
Limestone Rock
Datum Level Upper Sill of Jamestown Lock
N° 30

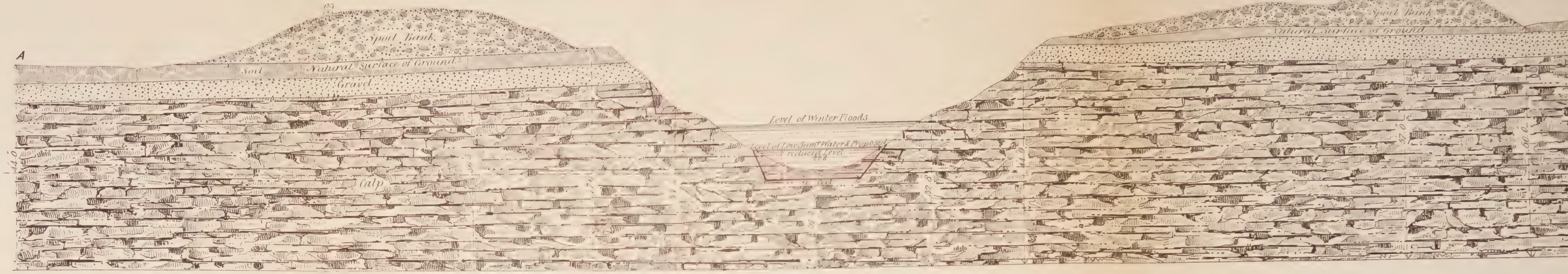
BATTLE BRIDGE
Hugh Barton Esquire
To Sligo
From Boyle
Arable
Pasture
Meadow
Rushy Pasture
Present Bridge Proposed to be removed
EEL WEIR
Proposed Basin
HARBOUR
Proposed Lock
BARONY



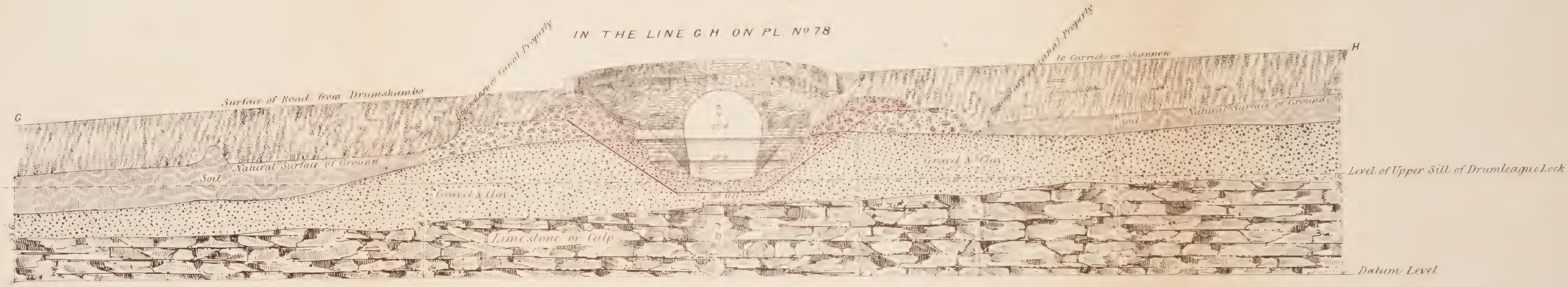
TRANSVERSE SECTION
in the line C.D.
Boundary of Canal Property
Boundary of Canal Property
Spoil Bank
Spoil bank
Spoil Bank
Bog
Proposed Level
Gravel & Clay
Level of High Winter floods
Level of Low Summer Water
Level of Upper Sill of Drumleague Lock
Datum Level Upper Sill of Jamestown Lock
Arable
DRUMLEAGUE LOCK to be lengthened
Moor
Morass
Pasture
Pasture
Boggy Pas
Arable
Old Road
Peter D. Latouche Esquire
Peter D. Latouche Esquire

Continued from Pl. N°78.
TRANSVERSE SECTION OF PROPOSED EMBANKMENT IN LOUGH ACRES.
IN THE LINE E F.
Back Drain
Embankment
To be filled
Peaty Clay
Gravel
Datum Level, Upper Sill of Jamestown Lock
From Carrick on Shannon
Arable
Pasture
Meadow
Bog
Deep Water
LOUGH ACRES
CANAL
Proposed Embankment & Towing Path
Old Lane

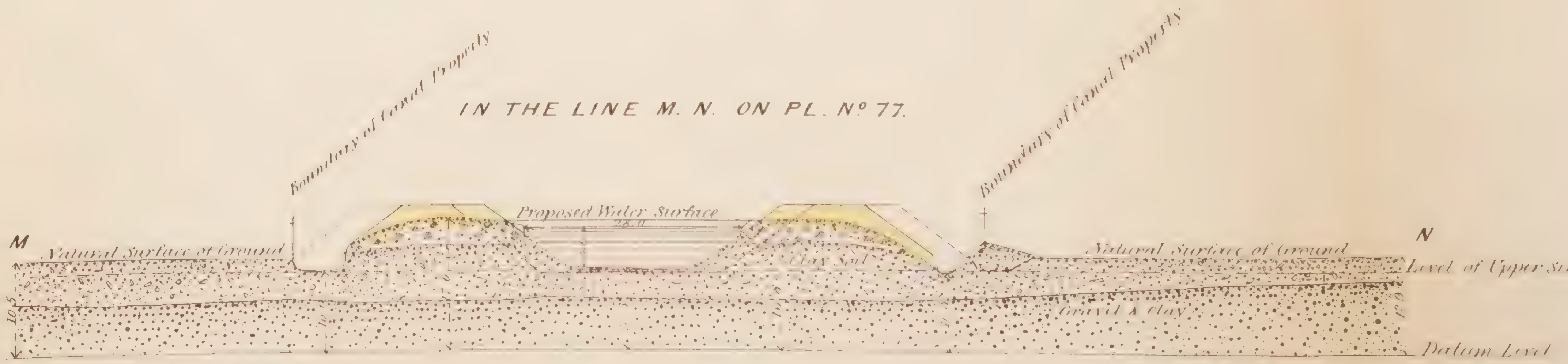
IN THE LINE A.B. ON PL. Nº 79.

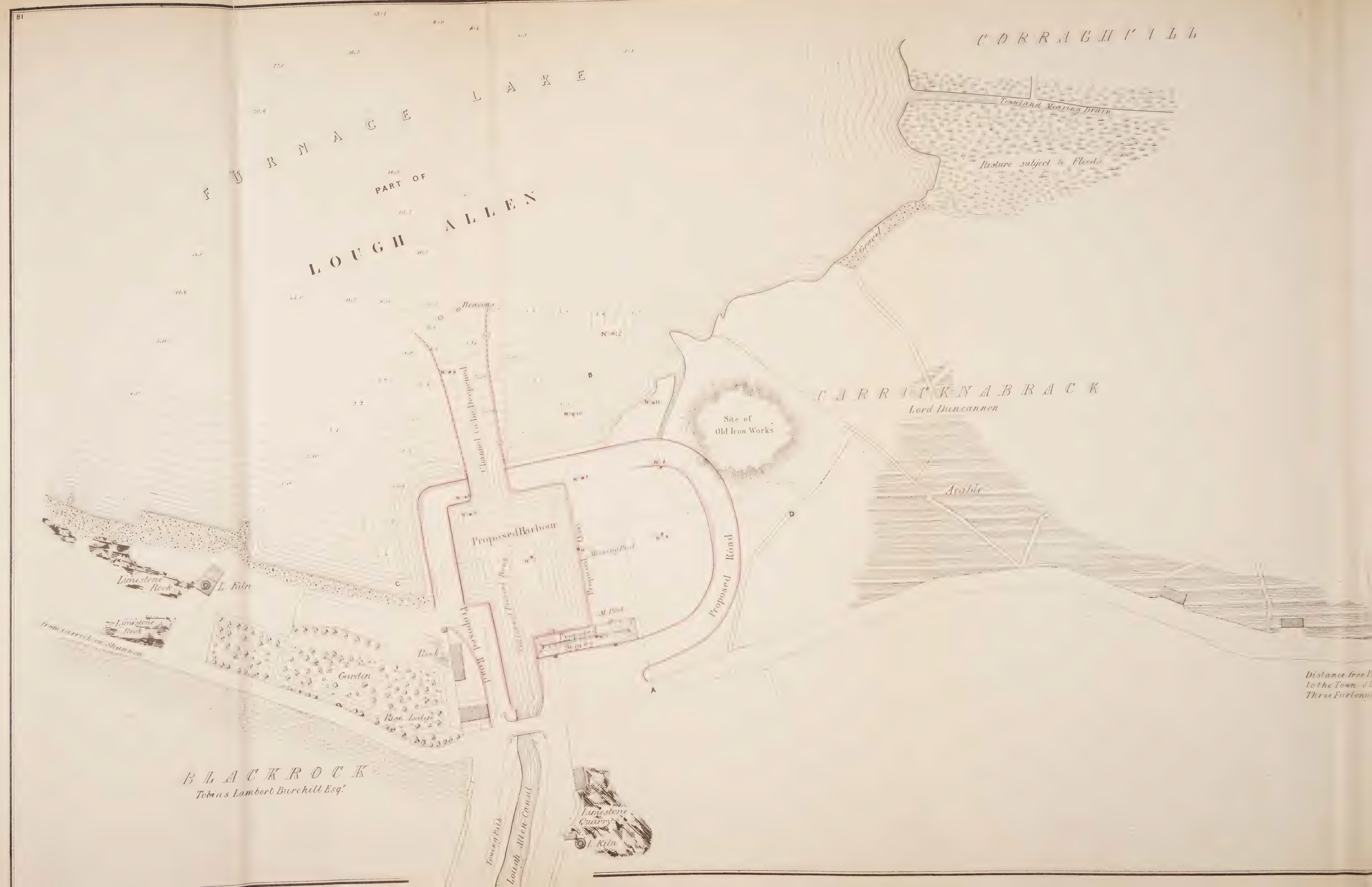


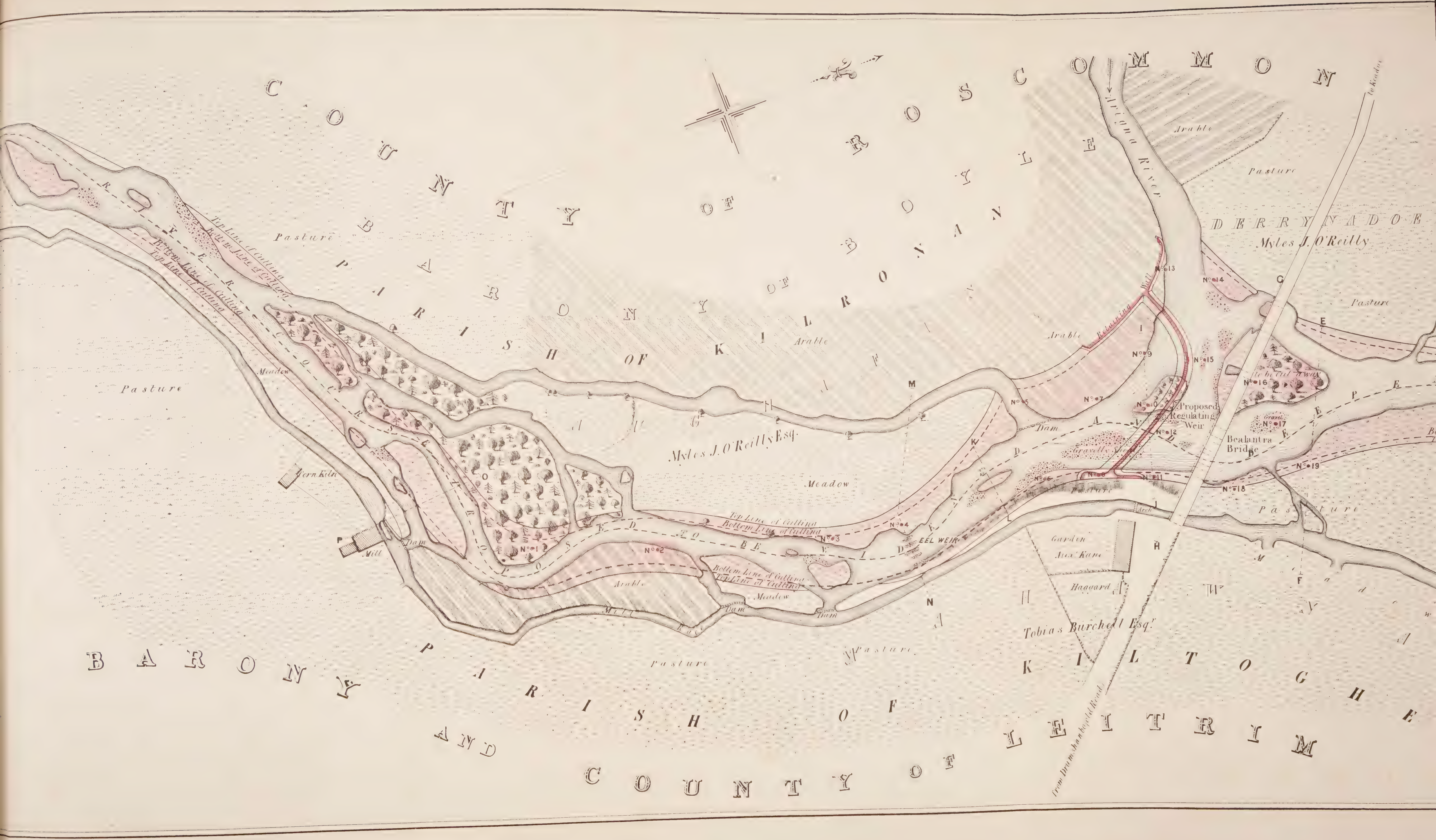
IN THE LINE G.H. ON PL. Nº 78



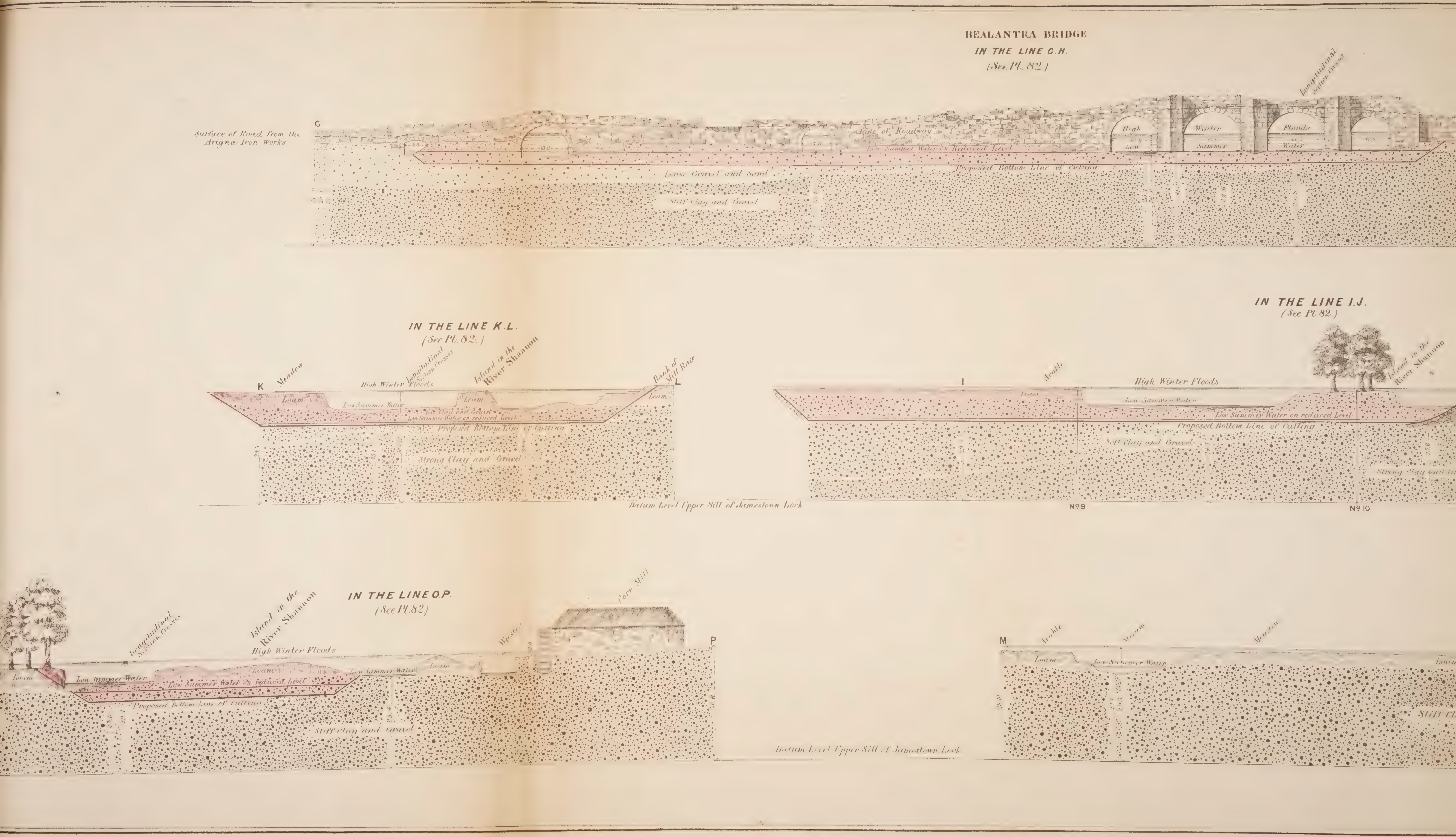
IN THE LINE M. N. ON PL. Nº 77.

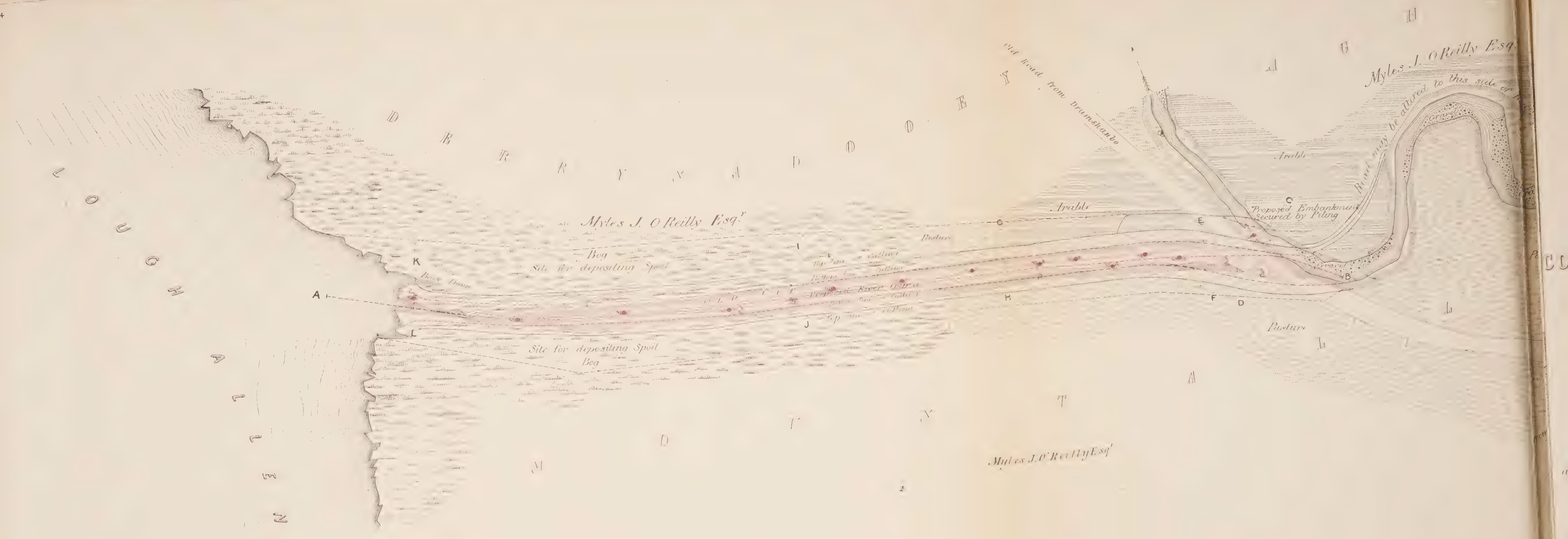



81
CORRAGHVILL
Townland Mearing Drain
Pasture subject to Floods
Gravel
FURNACE LAKE
PART OF
LOUGH ALLEN
Beacons
Channel to be Deepened
Site of
Old Iron Works
CARRICKNABRACK
Lord Duncannon
Arable
Proposed Harbour
Mooring Post
Proposed Road
M. Post
Proposed Stores
Limestone Rock
L. Kiln
Limestone Rock
From Carrick on Shannon
Garden
Rose Lodge
BLACKROCK
Tobias Lambert Burchill Esq.r
Towing Path
Lough Allen Canal
Limestone Quarry
L. Kiln
A
B
C
D
Distance from
to the Town
Three Furlongs



COUNTY OF ROSCOMMON
BARONY OF BOYLE
PARISH OF KILRONAN
DERRYNADOE
Myles J. O'Reilly
Arigna River
Arable
Pasture
Meadow
Retaining Wall
Proposed Regulating Weir
Bealantra Bridge
Gravelly Shoal
Gravel
Myles J. O'Reilly Esq.
Top Line of Cutting
Bottom Line of Cutting
EEL WEIR
Dam
Mill
Corn Kiln
Mill Race
Arch
Garden
Alex. Kane
Haggard
Tobias Burchell Esq.
No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
No. 7
No. 8
No. 9
No. 10
No. 11
No. 12
No. 13
No. 14
No. 15
No. 16
No. 17
No. 18
No. 19
BARONY AND COUNTY OF LEITRIM
PARISH OF KILTOGHERT

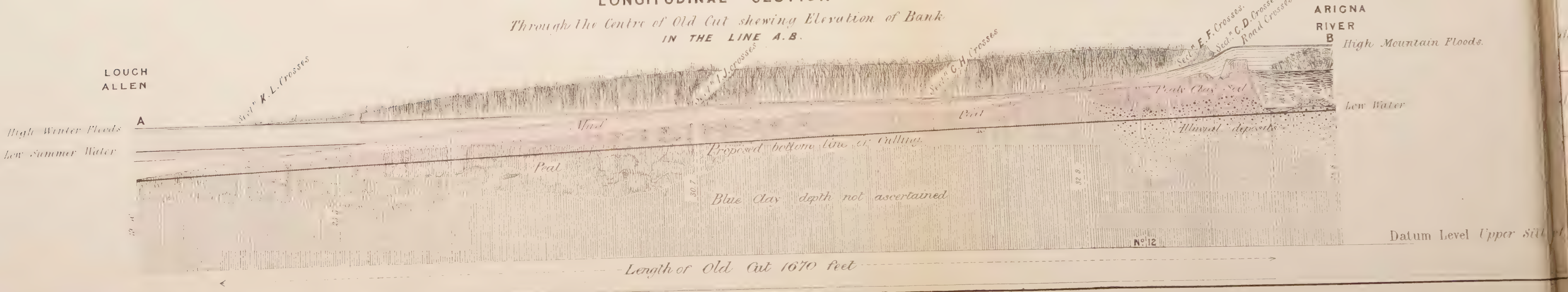

BEALANTRA BRIDGE
IN THE LINE G.H.
(See Pl. 82.)
Surface of Road from the Arigna Iron Works
G
Line of Roadway
High Winter Floods
Low Summer Water
Low Summer Water on Reduced Level
Proposed Bottom line of Cutting
Loose Gravel and Sand
Stiff Clay and Gravel
Longitudinal Section Crosses
IN THE LINE K.L.
(See Pl. 82.)
K
Meadow
Longitudinal Section Crosses
Island in the River Shannon
Bank of Mill Race
L
High Winter Floods
Loam
Low Summer Water
Stiff Clay and Gravel
Low Summer Water on reduced Level
Proposed Bottom Line of Cutting
Strong Clay and Gravel
Datum Level Upper Sill of Jamestown Lock
IN THE LINE I.J.
(See Pl. 82.)
I
Arable
High Winter Floods
Island in the River Shannon
Loam
Low Summer Water
Low Summer Water on reduced Level
Proposed Bottom Line of Cutting
Stiff Clay and Gravel
Strong Clay and
Nº9
Nº10
IN THE LINE O.P.
(See Pl. 82.)
Longitudinal Section Crosses
Island in the River Shannon
Corn Mill
High Winter Floods
Loam
Low Summer Water
Low Summer Water on reduced Level
Proposed Bottom Line of Cutting
Stiff Clay and Gravel
P
Datum Level Upper Sill of Jamestown Lock
M
Arable
Stream
Meadow
Loam
Low Summer Water
Stiff Cl



LONGITUDINAL SECTION

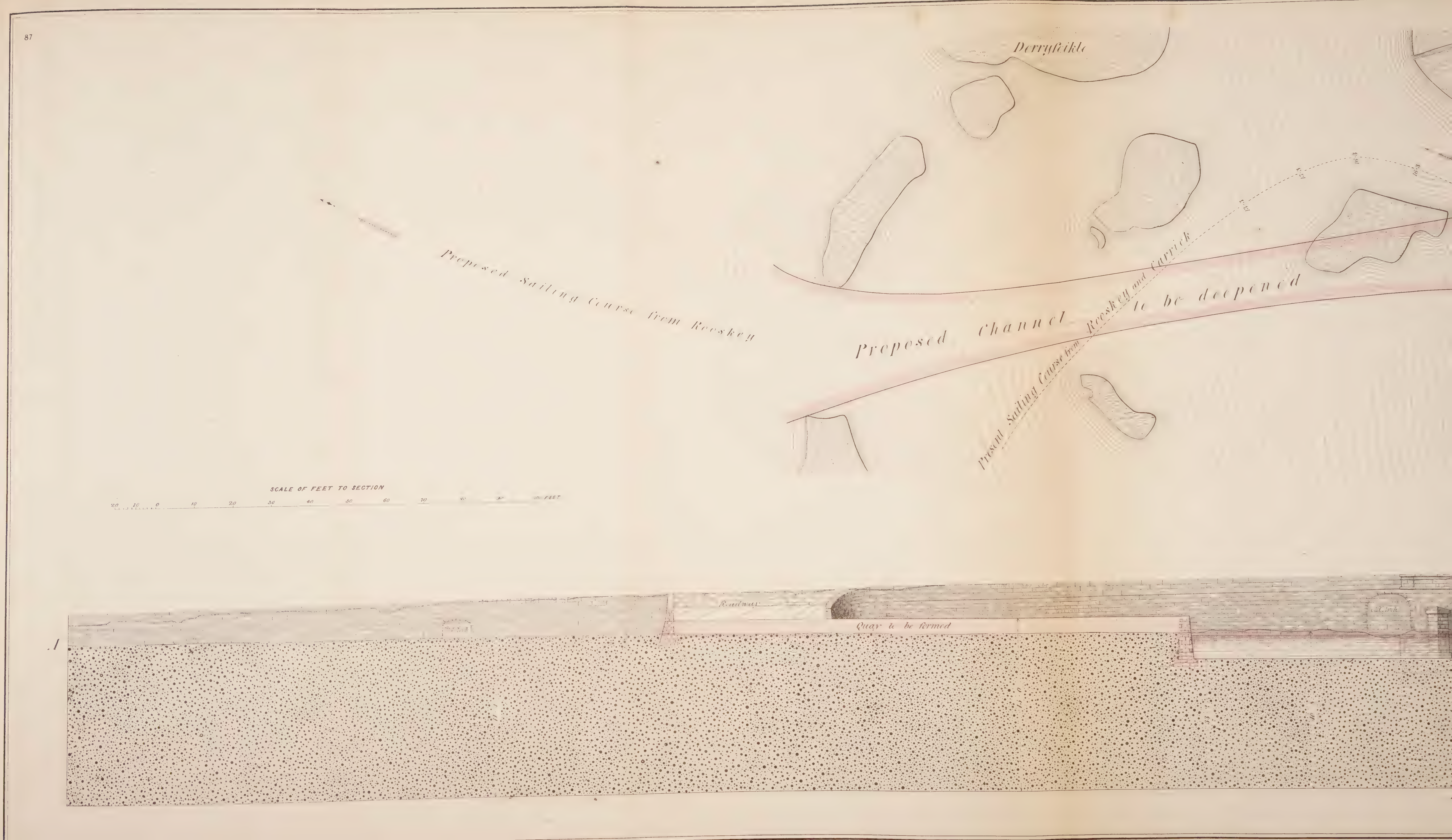
Through the Centre of Old Cut shewing Elevation of Bank

IN THE LINE A.B.

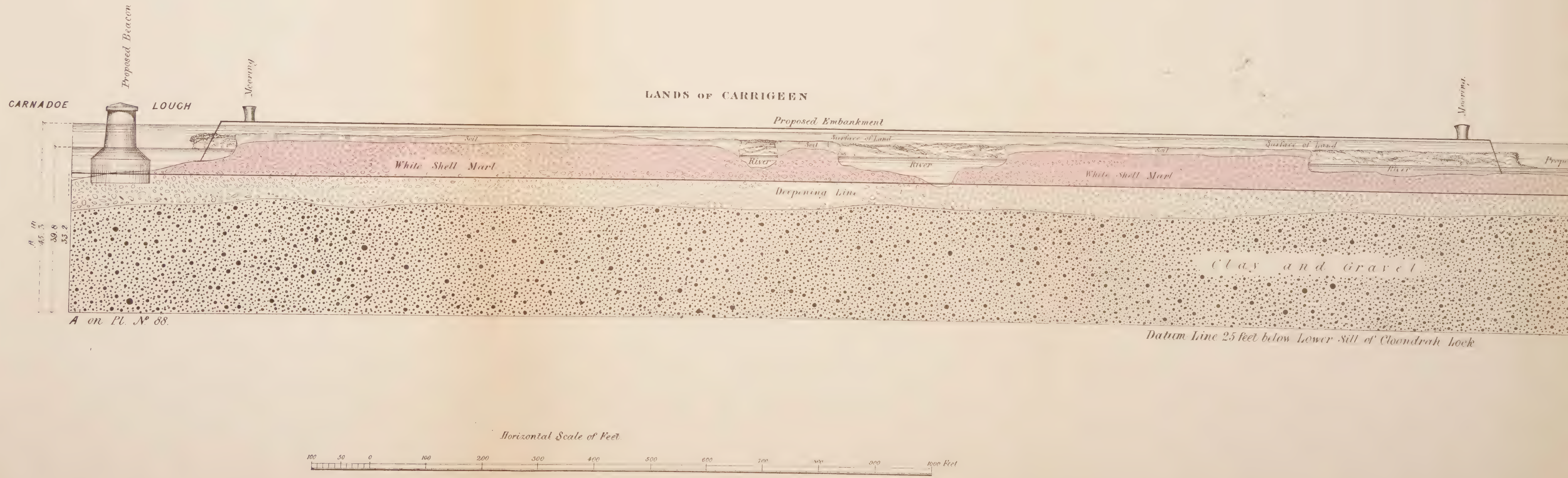


SURVEY
OF THE
RIVER SHANNON
UNDER THE ACT V. & VI. W^M. 4TH CAP. 67.
CARNADOE WATERS
GENERAL MAP
SHEWING SITES OF PROPOSED IMPROVEMENTS
and
FLOODED LANDS
COUNTY of ROSCOMMON
BARONIES OF
BALLINTOBBER and ROSCOMMON
1838.
THOMAS BARTON, Civil Engineer
Compiled from the Ordnance Survey.
NOTE.
The Proposed Improvements are shown by a Red Tint.
The Soundings are in feet and inches and are reduced to summer level (41ft. 2in. on Upper Sill of Roosky Lock).
The Flooded Lands are described thus
SCALE OF FEET
One Mile
MAGNETIC
MERIDIAN
ROSCOMMON
BARONY OF ROSCOMMON
P^H of CLOONCRAFF
P^H of KILTRUSTAN
BALLINTOBBER
P^H of BUMLIN
PARISH of KILLGLASS
BARONY OF BALLINTOBBER
B^Y OF BALLINTOBBER
P^H of KILMORE
GRANGE LOUGH
KILLGLASS LOUGH
CARNADOE LOUGH
RIVER SHANNON
Grange
Drummod
Black Lough
Rattinagh
Toberpatrick
Corgowan
Bog
High Bog
Drumanassaun
Corkenagh
Curry
Cloonee (Hartland)
Bridge
Gillstown
Ballymartin
Ballintleny
Tully
Glen
Recaun
Church
Carrownskeheen
Legan
Glebe
Ballykilcline
Carrigeen
Lecarrow
Muckanagh
Shoal
Lough Eba
to Elphin
Cullyshinnaghe
Cloonglasnybeg
Cartron (Hartland)
Lecarrow
Bog
Kilgarve
Milltown
Lisnagh
Rushport
To Drumsna
From Roosky
Carnadoe Bridge

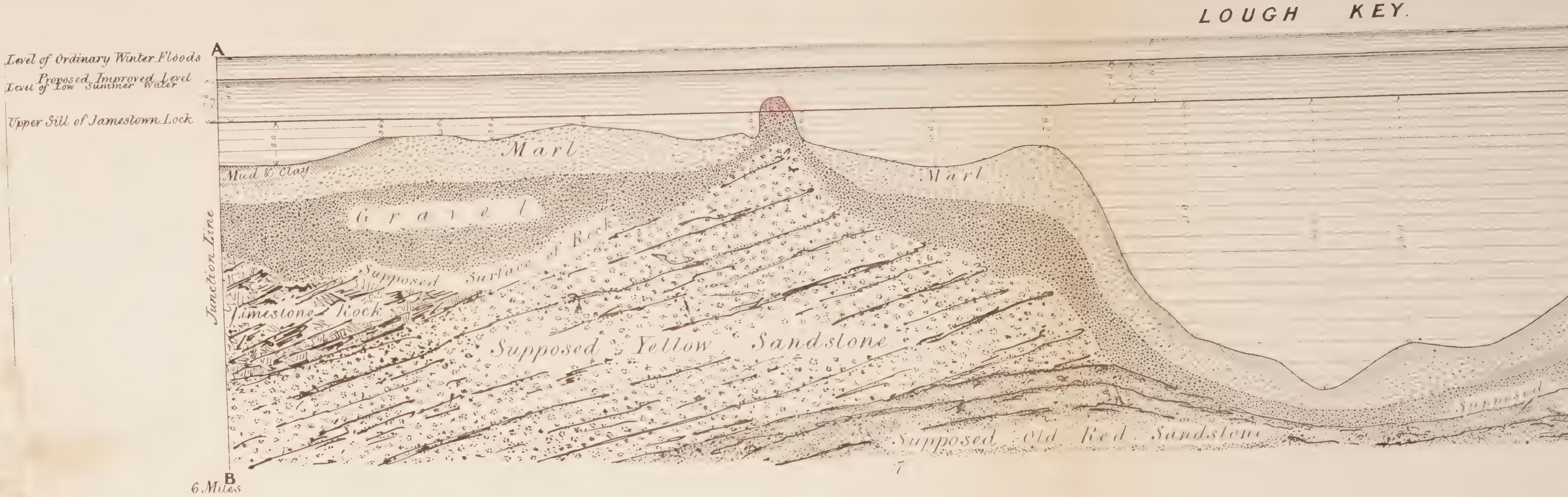
Section commencing at A in Section N° 1, going S.W. and terminating at Grange Bridge.

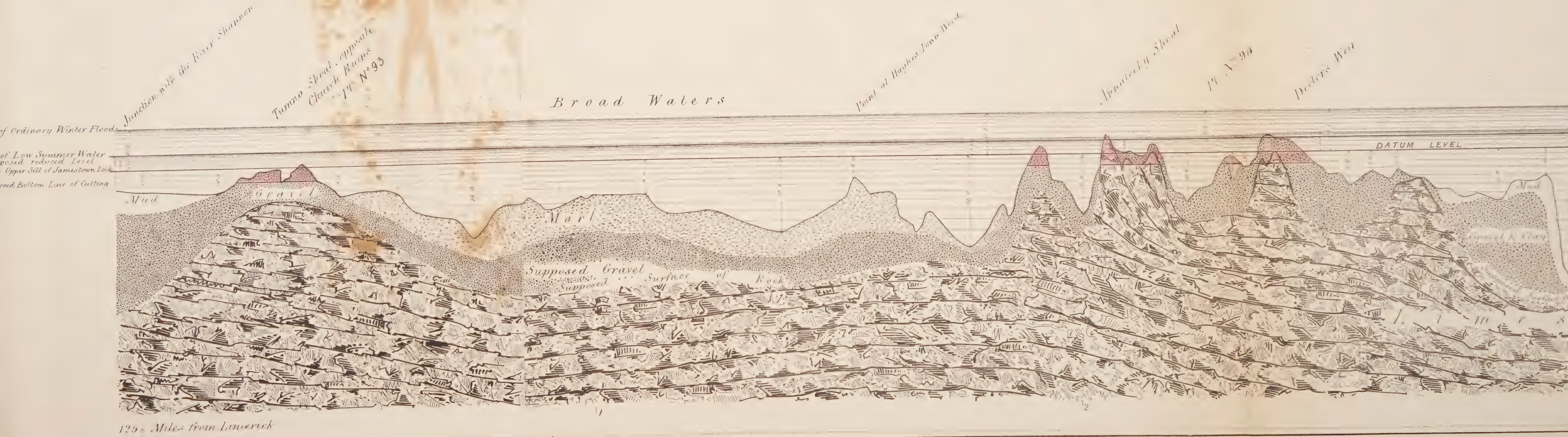

Derryfeikle
Preposed Sailing Course from Rooskey
Preposed Channel to be deepened
Present Sailing Course from Rooskey and Carrick
SCALE OF FEET TO SECTION
20 10 0 10 20 30 40 50 60 70 FEET
Roadway
Quay to be formed
A

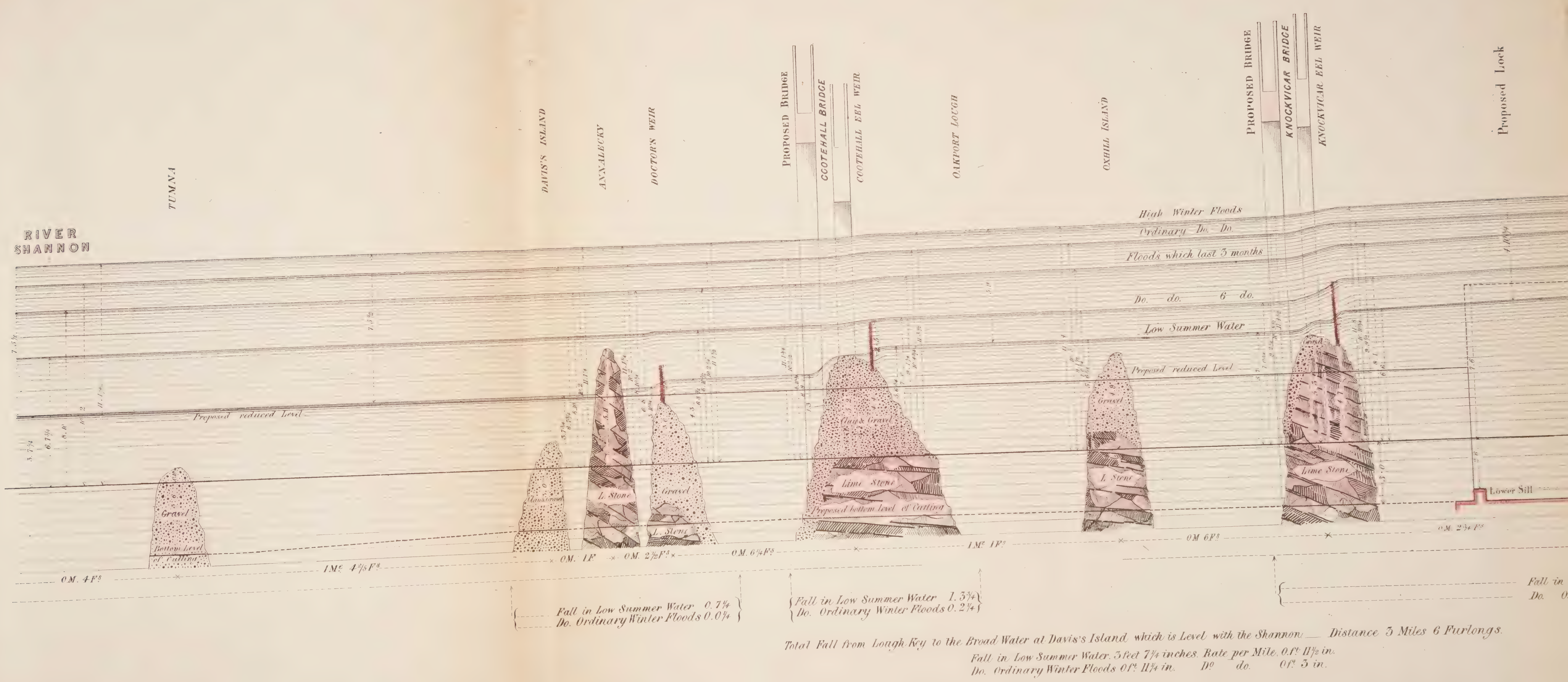
CARNADOE LAKE
CARRIGEEN
Proposed Beacon
Mooring Post
2 Miles above Carnadoe Bridge
Embankment
PROPOSED NAVIGABLE CHANNEL To be 80 Feet Wide
Embankment
Mooring Post
Proposed Beacon
Mooring Post
Mooring Post
MUCKINAGH LOWER
Derreen Id
GRANGE LOUGH
LECARROW


Proposed Beacon
Mooring
CARNADOE
LOUGH
LANDS OF CARRIGEEN
Proposed Embankment
Soil
Surface of Land
River
White Shell Marl
Deepening Line
Surface of Land
Mooring
White Shell Marl
River
Clay and Gravel
39.8
33.2
A on Pl. Nº 88.
Datum Line 25 feet below Lower Sill of Cloondrah Lock
Horizontal Scale of Feet
100
50
0
100
200
300
400
500
600
700
1000 Feet

CARRICK on SHANNON
RIVER
COUNTY of LEITRIM
SHANNON
Tumna
Cloongownagh
Woodbrook
Ardcorra
Hughestown
Drumharlow
Clooneigh
Usna
Ardcarn Church
Mail Coach Road from Dublin to Sligo
Shoal to be Deepened
Line of General Section and Proposed Sailing Course
Pl. N°93
Cleaheen
PARISH
Kilmacarril
Laughil
Davis' Island
Sheal to be deepened
Pl. N°94
Cloonacorrow
Brackloon
Lisfarrellboy
Pl. N°95
Rockingham Demesne
The Rt Hon Viscount Lorton
LOUGH KEEL
FIN LOUCH
Oakport Demesne
Wm Mulloy Esqr
Oakport House
BLACK LOUGH
LAUNDRY LOUGH
DERREEN LOUGH
OAKPORT LOUCH
Proposed Bridge & Road
Cootehall Br.
Pl. N°96
Cootehall
Drumsillagh
PARISH
Church Hill
or
ARDCARN
TUMNA
PARISH OF ARDCARN
Clegna
Pl. N°97
Errironagh
Dergraw
From Battle Bridge
Shoal to be deepened
Knockvicar
Knockvicar Bridge
Knockadaff
Proposed Bridge & Road
Pl. N° 98
Killeasheen
PARISH of KILBRYAN
From Ballyfarnan
Drumcormick
to Ballinafad
Line of General Section
Castle Id
Green Id
Lahan Id

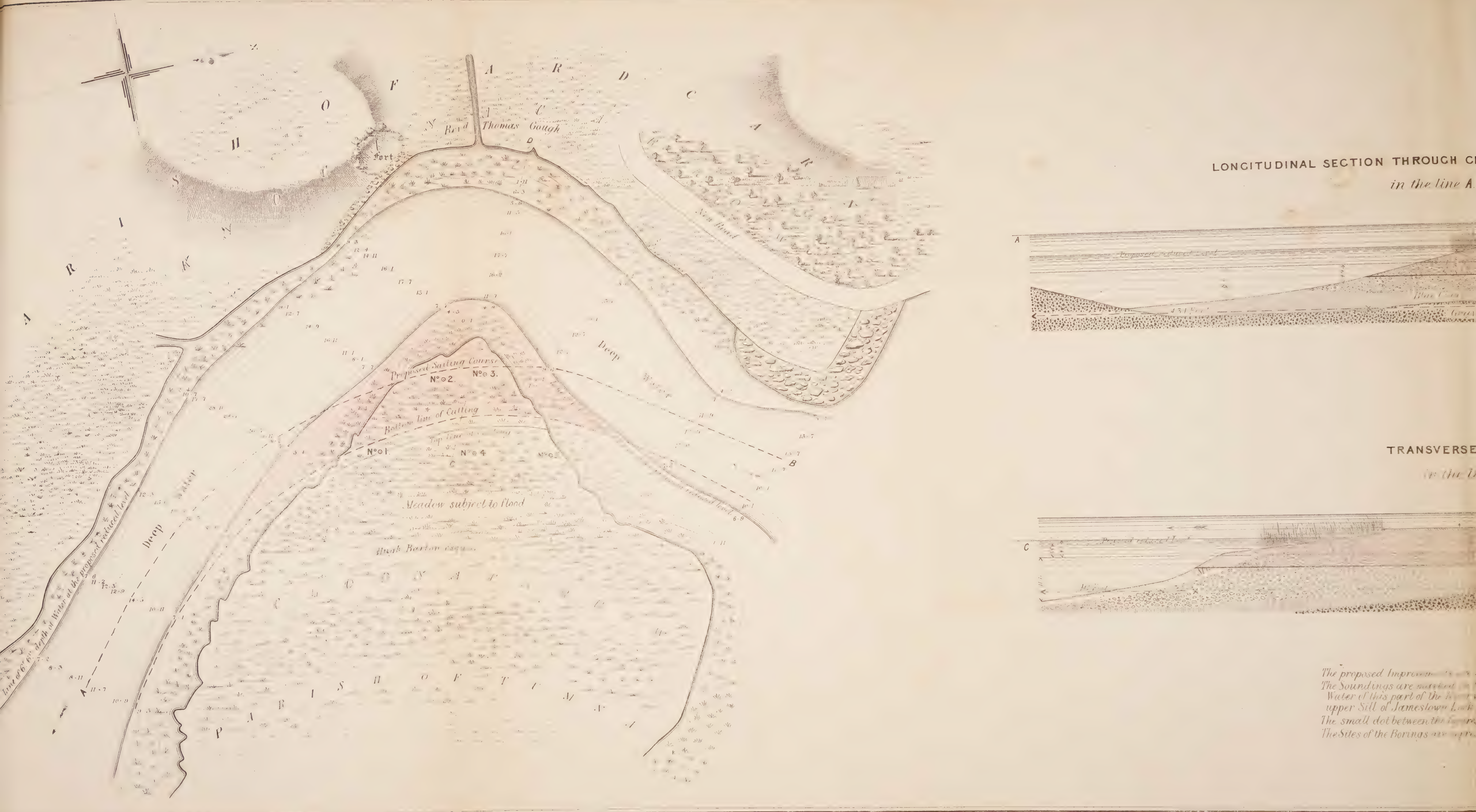

LOUGH KEY.
Level of Ordinary Winter Floods
Proposed Improved Level
Level of Low Summer Water
Upper Sill of Jamestown Lock
A
B
6 Miles
Junction Line
Mud & Clay
Marl
Gravel
Supposed Surface of Rock
Limestone Rock
Supposed Yellow Sandstone
Supposed Old Red Sandstone
7

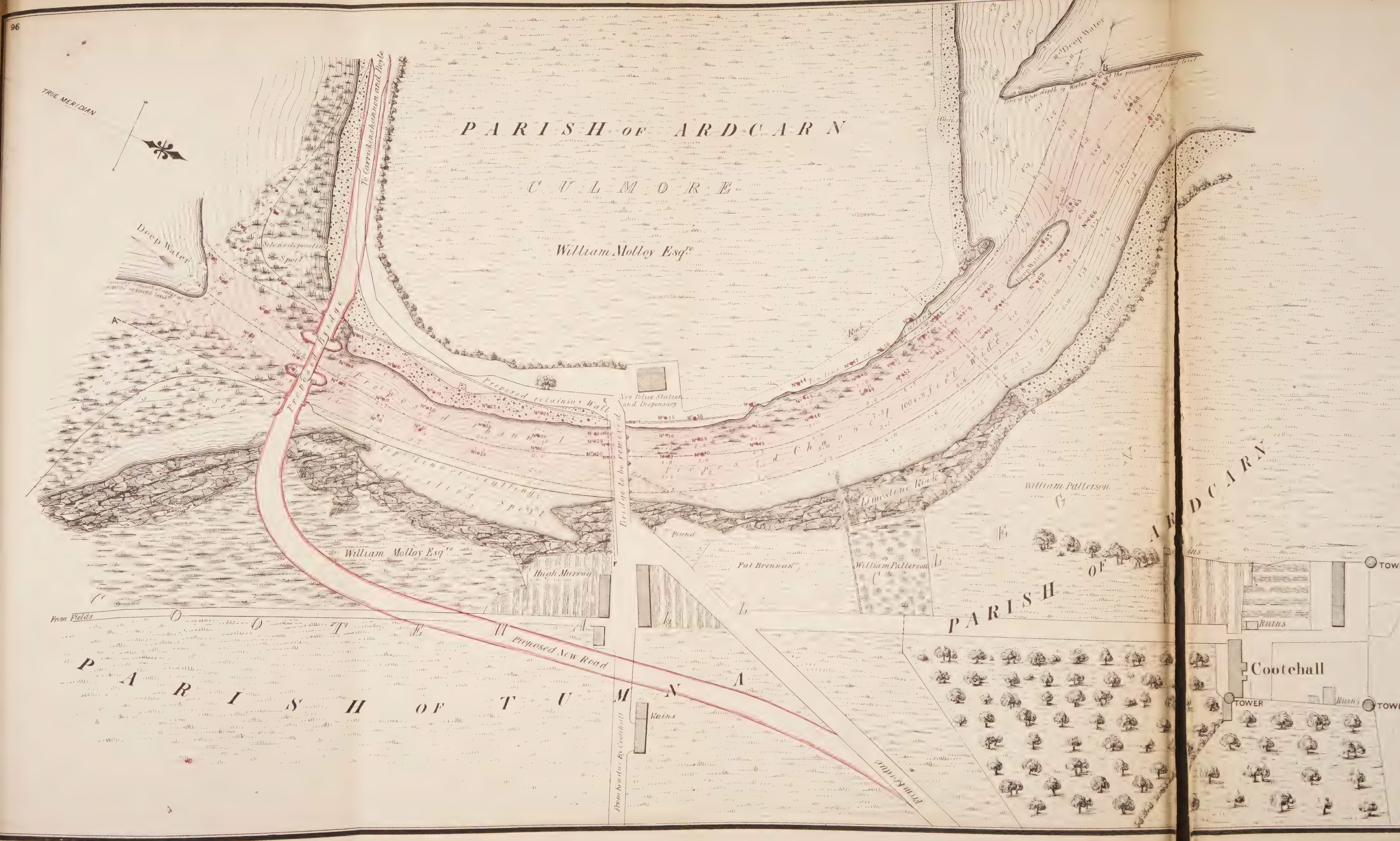

Junction with the River Shannon
Pl. No 93
Broad Waters
Point at Hughes Town Wood
Pl. No 94
DATUM LEVEL
of Ordinary Winter Floods
of Low Summer Water
Upper Sill of Jamestown Lock
Mud
Gravel
Marl
Supposed Gravel
Supposed Surface of Rock
1
2

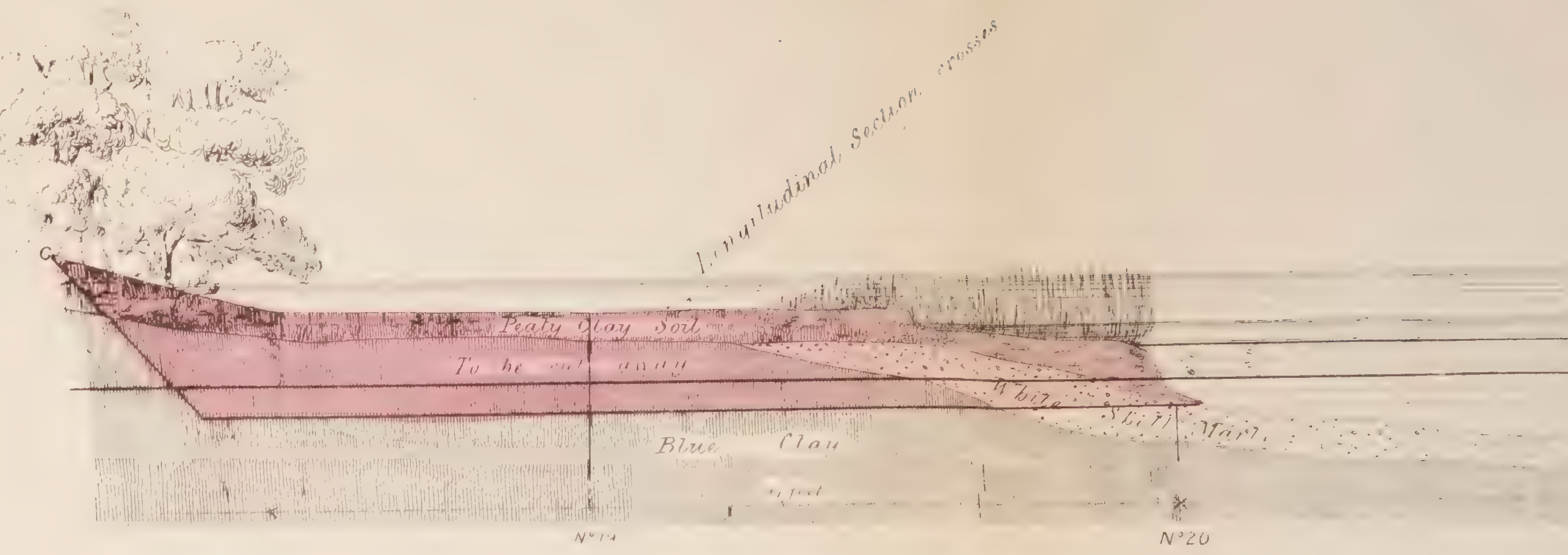

RIVER SHANNON
TUMNA
DAVIS'S ISLAND
ANNALECKY
DOCTOR'S WEIR
PROPOSED BRIDGE
COOTEHALL BRIDGE
COOTEHALL EEL WEIR
OAKPORT LOUGH
OXHILL ISLAND
PROPOSED BRIDGE
KNOCKVICAR BRIDGE
KNOCKVICAR EEL WEIR
Proposed Lock
High Winter Floods
Ordinary Do. Do.
Floods which last 3 months
Do. do. 6 do.
Low Summer Water
Proposed reduced Level
Gravel
Bottom Level of Cutting
L. Stone
Clay & Gravel
Lime Stone
Proposed bottom level of Cutting
Lower Sill
0 M. 4 F^s
1 M^s 4⅘ F^s
0 M. 1 F
0 M. 2½ F^s
0 M. 6¼ F^s
1 M^s 1 F^s
0 M 6 F^s
0 M. 2¼ F^s
Fall in Low Summer Water 0. 7¼
Do. Ordinary Winter Floods 0. 0¼
Fall in Low Summer Water 1. 3¾
Do. Ordinary Winter Floods 0. 2¼
Fall in
Do. 0
Total Fall from Lough Key to the Broad Water at Davis's Island which is Level with the Shannon — Distance 3 Miles 6 Furlongs.
Fall in Low Summer Water. 3 feet 7¼ inches. Rate per Mile. 0 f^t 11½ in.
Do. Ordinary Winter Floods 0 f^t 11¼ in. D^o do. 0 f^t 3 in.

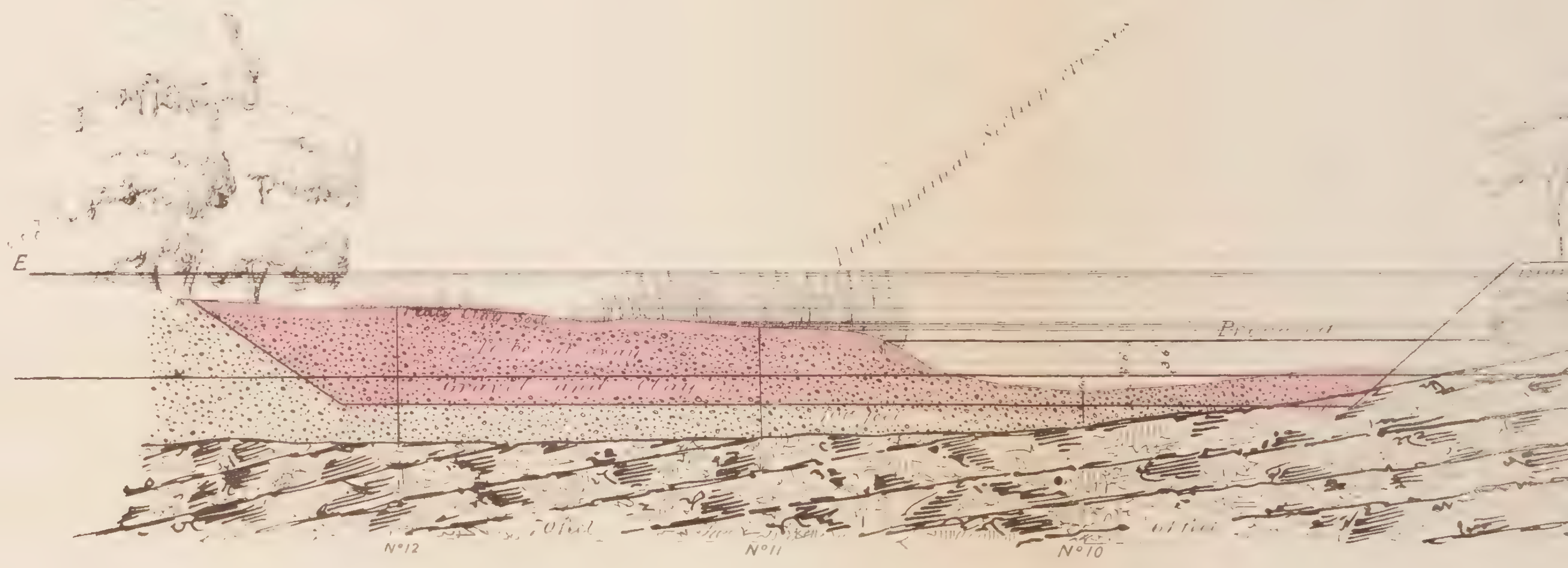
RIVER SHANNON
Proposed Buoy
Subject to Floods
See of Elphin
Ruin
Grave Yard
BOYLE WATER
Deep Water
Proposed Beacon
Proposed Channel 150 feet wide
Deep Water
Stones
Mud Banks
Subject to 6 months Floods
Site for depositing Spoil
See of Elphin

PARISH OF TUMNA
Mc Causland Esq
Deep Water
Deep Water
Deep Water
Limestone Rock
Limestone Rock
DOCTORS WEIR
Brushwood
Brushwood
Limestone Quarry
OF TUMNA
Viscount Lorton
PARISH


LONGITUDINAL SECTION THROUGH C
in the line A
TRANSVERSE
Proposed Sailing Course
Bottom line of Cutting
N°1.
N°2
N°3.
N°4
Meadow subject to flood
Hugh Barton esq.
Rev.d Thomas Gough
Fort
Deep Water
New Road
The proposed Improvem
The Soundings are marked
Water of this part of the
upper Sill of Jamestown Lock
The small dot between the
The Sites of the Borings

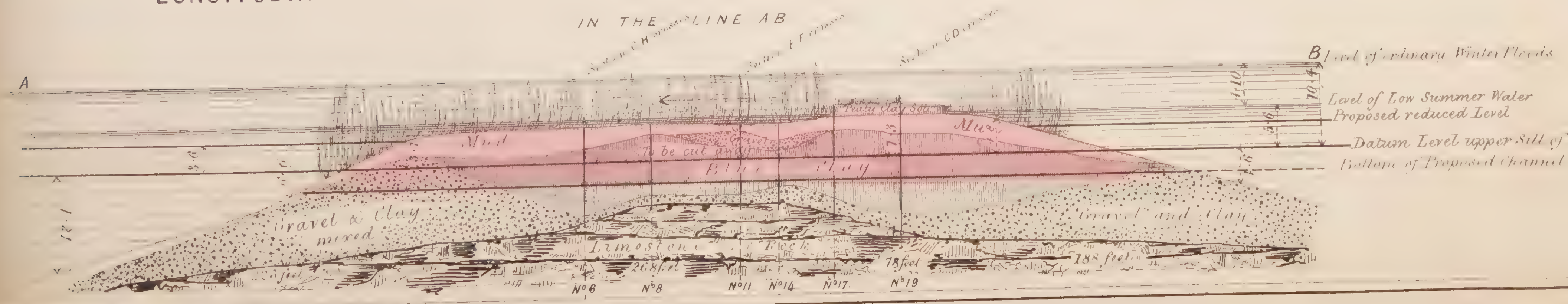

TRUE MERIDIAN
PARISH OF ARDCARN
CULMORE
William Molloy Esqre
Deep Water
Site for depositing Spoil
Proposed Bridge
To Carrick on Shannon and Boyle
Proposed retaining Wall
New Police Station and Dispensary
Proposed Channel
100 feet wide
Top line of cutting
depositing spoil
Bridge to be removed
Rock
Limestone Rock
William Patterson
Pat Brennan
Hugh Murray
William Molloy Esqre
From Fields
Proposed New Road
PARISH OF TUMNA
From Keadue to Cootehall
From Keadue
Ruins
PARISH OF ARDCARN
Cootehall
TOWER
Ruins



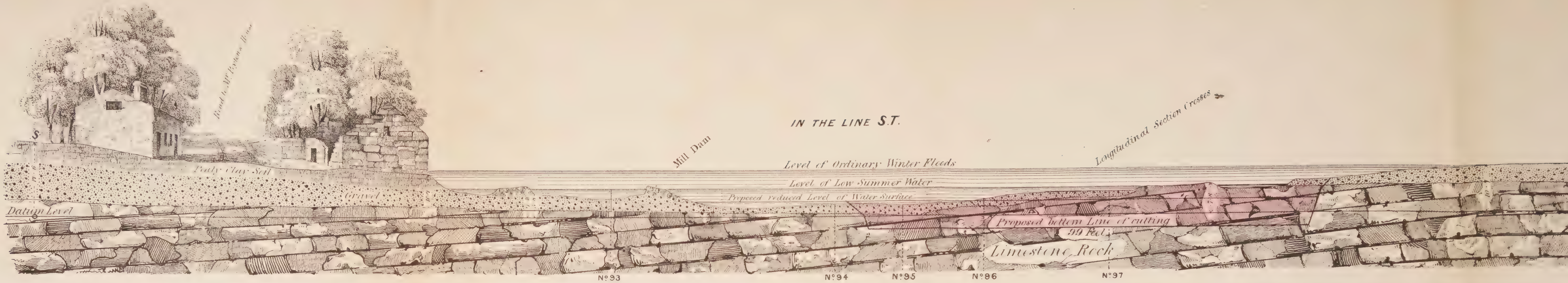


LONGITUDINAL SECTION THROUGH THE CENTRE OF THE PROPOSED CHANNEL.

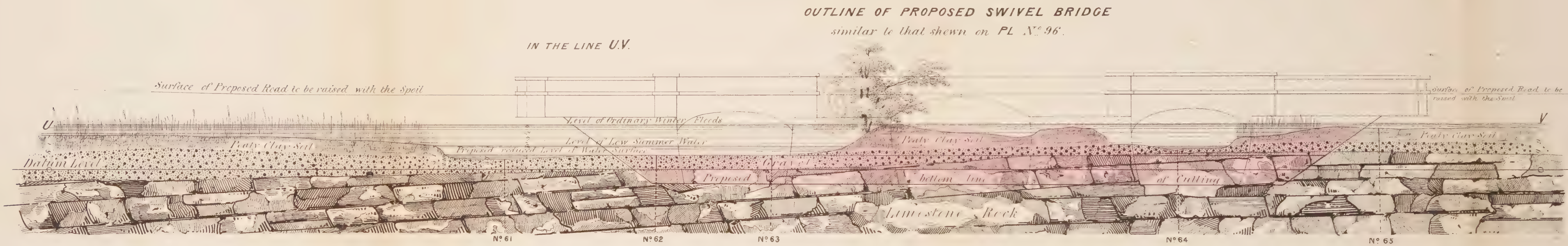
IN THE LINE AB



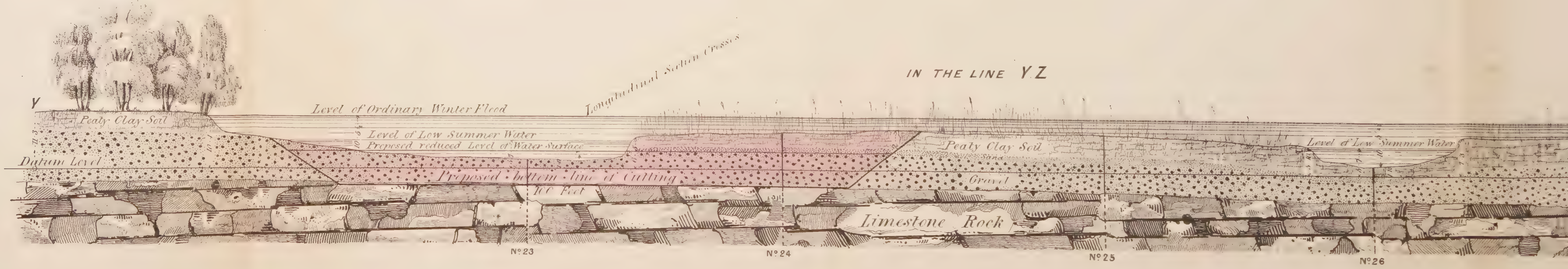
Datum Level
Gravel
Clay
PARISH
PARISH OF ARDCARN
KNOCKADAFF
PARISH OF
Line of Longitudinal Section
Proposed New Road
Present Bridge
Old Mill
Garden
Mill Race
Dwelling House
Parish Boundary
Charles Peyton



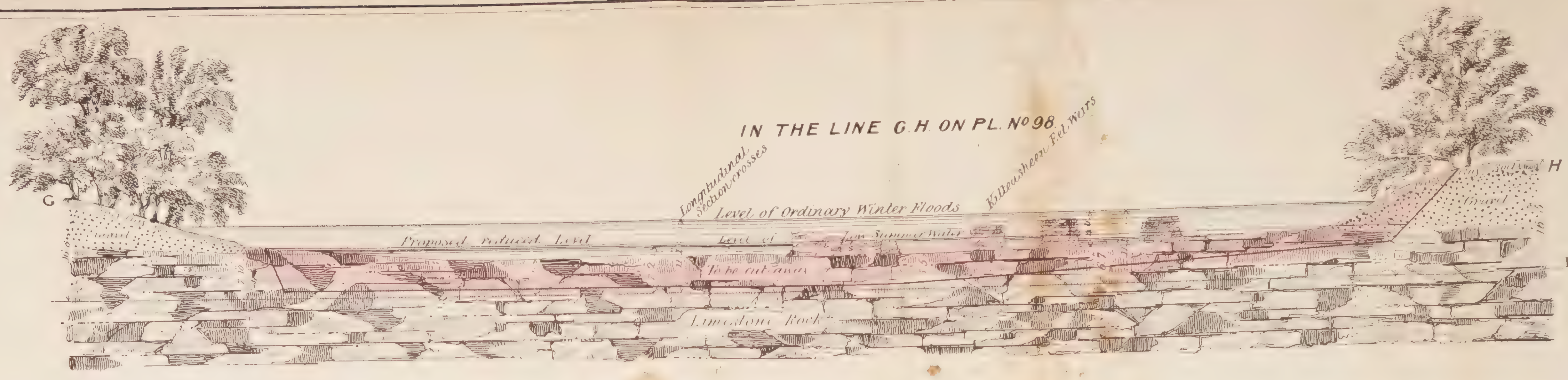
IN THE LINE S.T.
S
Mill Dam
Longitudinal Section Crosses
Level of Ordinary Winter Floods
Level of Low Summer Water
Proposed reduced Level of Water Surface
Pealy Clay Soil
Gravel
Datum Level
Proposed bottom Line of cutting
99 Feet
Limestone Rock
Nº 93
Nº 94
Nº 95
Nº 86
Nº 97



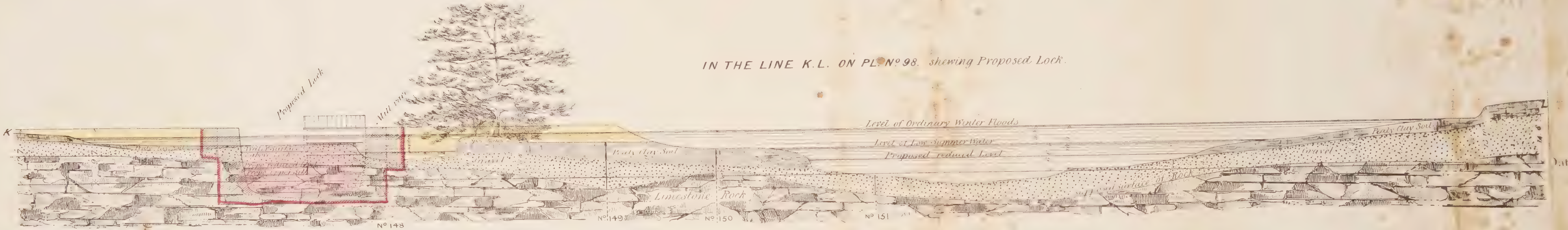
OUTLINE OF PROPOSED SWIVEL BRIDGE
similar to that shewn on PL. Nº 96.
IN THE LINE U.V.
Surface of Proposed Road to be raised with the Spoil
U
V
Level of Ordinary Winter Floods
Level of Low Summer Water
Proposed reduced Level of Water Surface
Pealy Clay Soil
Datum Level
Gravel
Proposed
bottom line
of Cutting
Limestone Rock
Nº 61
Nº 62
Nº 63
Nº 64
Nº 65



IN THE LINE Y.Z.
Y
Longitudinal Section Crosses
Level of Ordinary Winter Flood
Level of Low Summer Water
Proposed reduced Level of Water Surface
Pealy Clay Soil
Datum Level
Proposed bottom line of Cutting
100 Feet
Gravel
Limestone Rock
Level of Low Summer Water
Nº 23
Nº 24
Nº 25
Nº 26

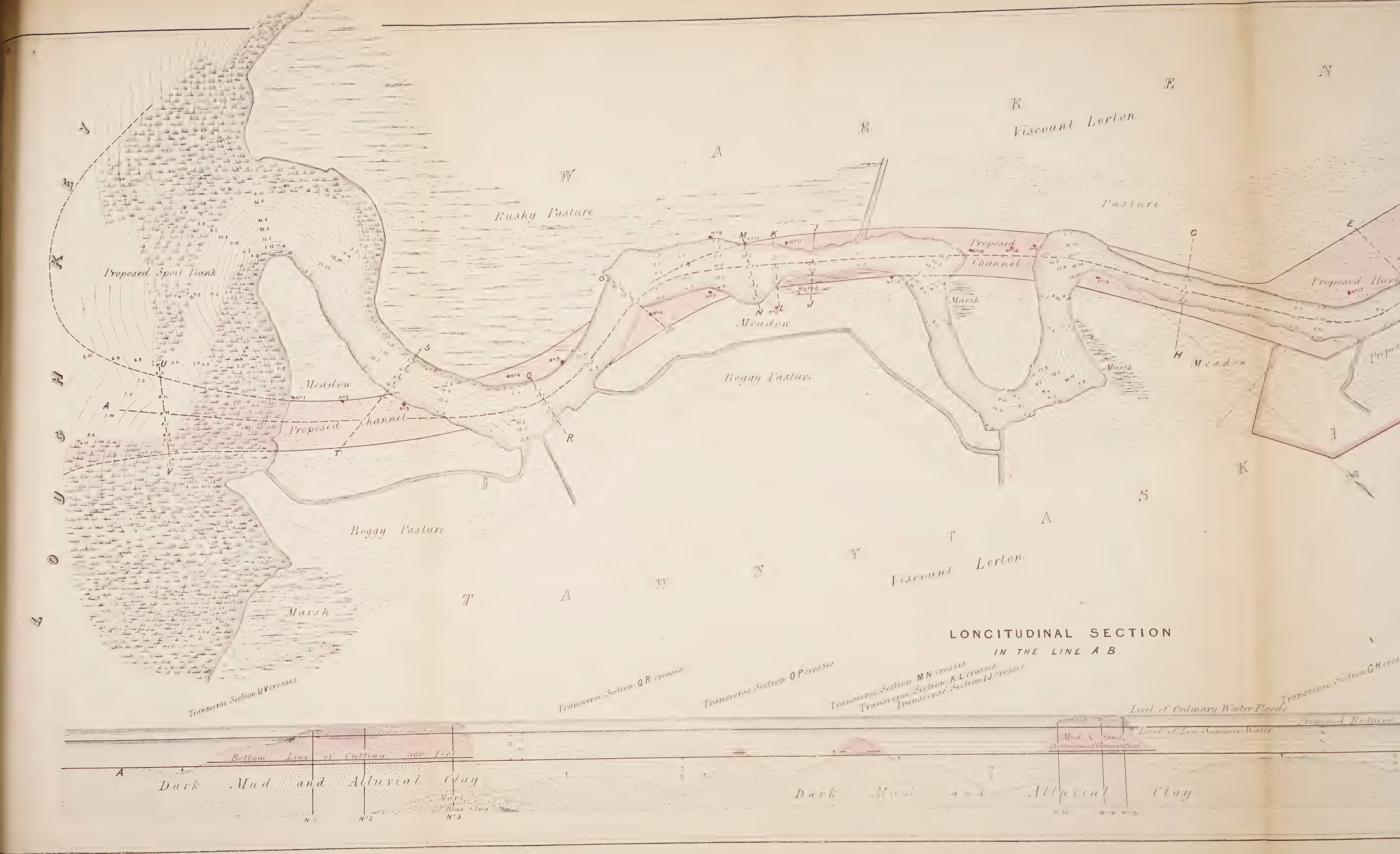


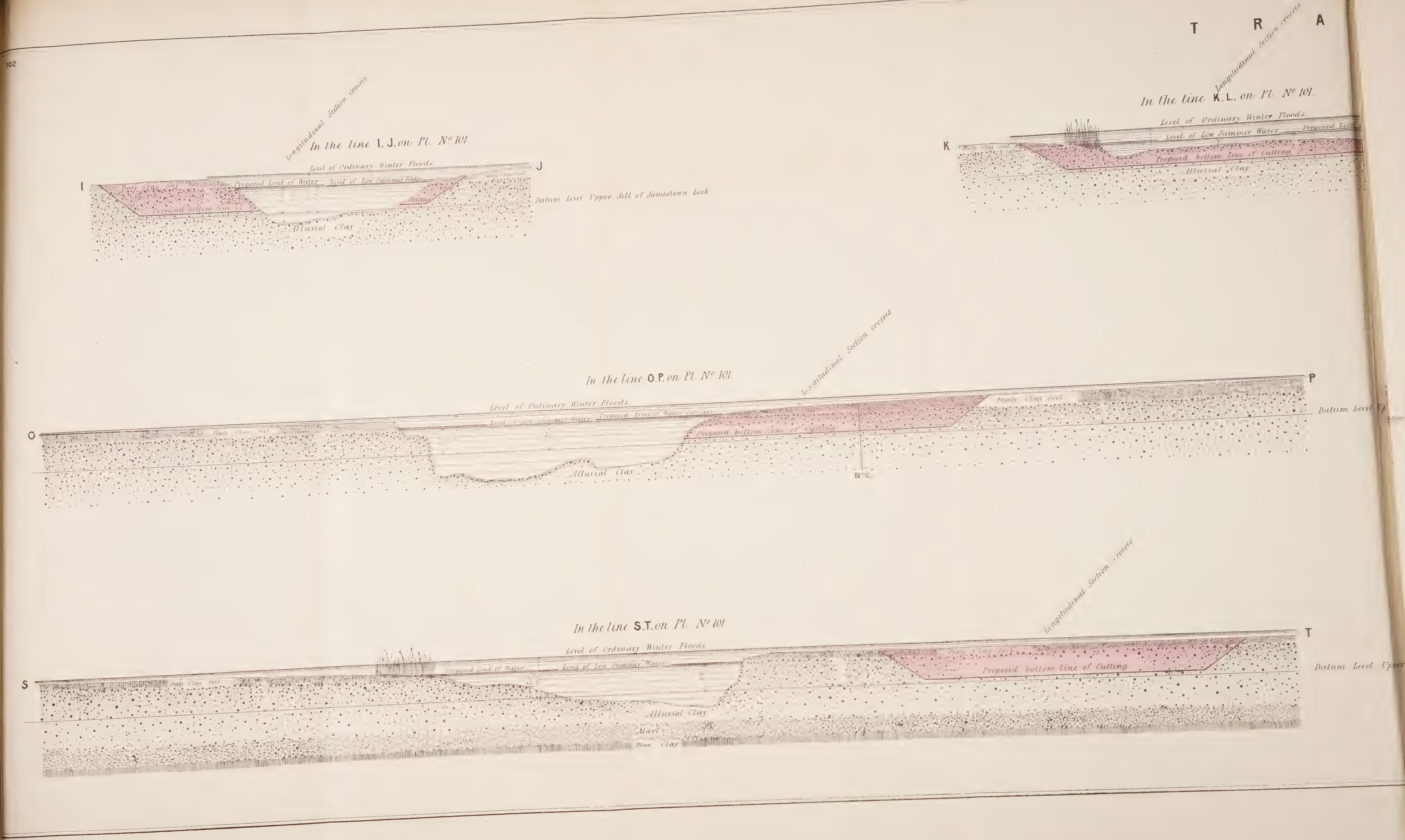
IN THE LINE G.H. ON PL. No 98.
G
H
Longitudinal Section crosses
Killeasheen Eel Weirs
Level of Ordinary Winter Floods
Proposed reduced Level
Low Summer Water
To be cut away
Gravel
Limestone Rock
Datum Level. Upper sill at Jamestown Lock

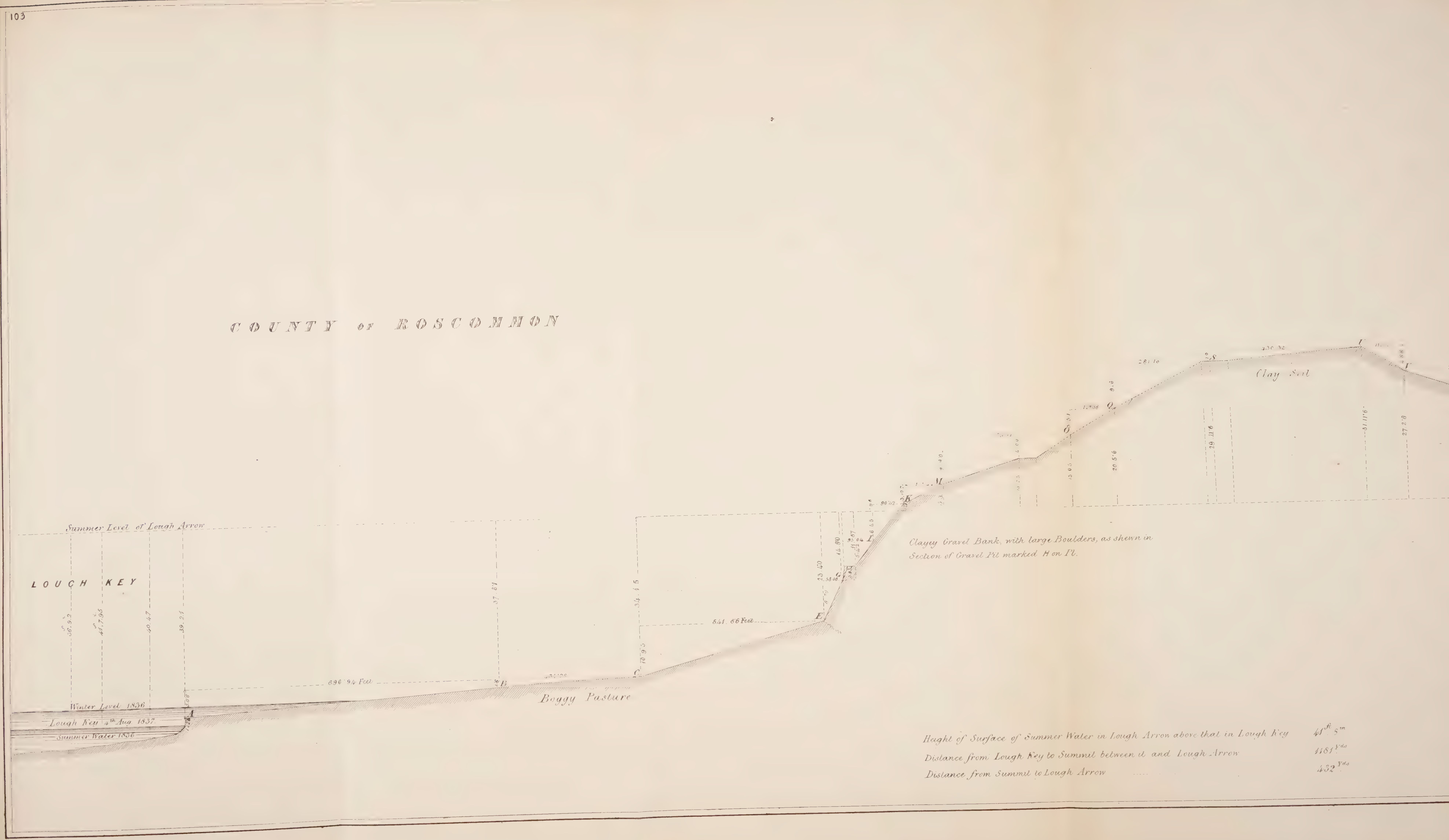


IN THE LINE K.L. ON PL. No 98. shewing Proposed Lock.
K
L
Proposed Lock
Mill race
Level of Ordinary Winter Floods
Level of Low Summer Water
Proposed reduced Level
Peaty Clay Soil
Gravel
Limestone Rock
No 148
No 149
No 150
No 151

Chas Peyton, Esqr
IN THE LINE O.P. ON PL. No 98.
O
Peaty Clay Soil
Proposed reduced Level
Alluvial Clay
Gravel
Supposed surface of Rock
Limestone Rock
No 116


LOUGH NEY
W A R R E N
Viscount Lorton
Rushy Pasture
Pasture
Proposed Spoil Bank
Proposed Channel
Proposed Harb
Meadow
Boggy Pasture
Marsh
T A W N Y T A S K
Viscount Lorton
LONCITUDINAL SECTION
IN THE LINE A B.
Transverse Section UV crosses
Transverse Section QR crosses
Transverse Section OP crosses
Transverse Section MN crosses
Transverse Section KL crosses
Transverse Section IJ crosses
Transverse Section GH cros
Level of Ordinary Winter Floods
Level of Low Summer Water
Bottom Line of Cutting
Dark Mud and Alluvial Clay
Marl
Blue Clay
Mud & Sand
Dark Mud and Alluvial Clay


T R A
In the line I. J. on Pl. No 101.
Longitudinal Section crosses
Level of Ordinary Winter Floods
Peats Clay Soil
Proposed Level of Water
Level of Low Summer Water
Proposed bottom line of
Cutting
Datum Level Upper Sill of Jamestown Lock
Alluvial Clay
I
J
In the line K.L. on Pl. No 101.
Longitudinal Section crosses
Level of Ordinary Winter Floods
Level of Low Summer Water
Proposed Level
Proposed bottom Line of Cutting
Alluvial Clay
K
In the line O.P. on Pl. No 101.
Longitudinal Section crosses
Level of Ordinary Winter Floods
Proposed Level of Water Surface
Peats Clay Soil
Proposed bottom line of Cutting
Alluvial Clay
Datum Level Up
O
P
In the line S.T. on Pl. No 101
Longitudinal Section crosses
Level of Ordinary Winter Floods
Proposed Level of Water
Level of Low Summer Water
Peats Clay Soil
Proposed bottom line of Cutting
Alluvial Clay
Marl
Blue Clay
Datum Level Upper
S
T



103
COUNTY OF ROSCOMMON
Summer Level of Lough Arrow
LOUGH KEY
Winter Level 1836
Lough Key 4th Aug 1837
Summer Water 1836
696 94 Feet
Boggy Pasture
541 86 Feet
Clayey Gravel Bank, with large Boulders, as shewn in Section of Gravel Pit marked H on Pl.
Clay Soil
Height of Surface of Summer Water in Lough Arrow above that in Lough Key 41 ft 5 in
Distance from Lough Key to Summit between it and Lough Arrow 1181 Yds
Distance from Summit to Lough Arrow 432 Yds

Mail Coach Road from Limerick to Ennis
MAGNETIC MERIDIAN
CLARE
CLARE HILL
Sir Lucius O'Brien Bart
CLARE COMMONS
Sir Lucius O'Brien
Proposed Canal
Proposed Towing Path
CLARE ABBEY
Thomas Leland Esq
Abbey Ruins
SKEHANAGH
Sir Lucius O'Brien Bart
Island
Mud
Road from Limerick
PARISH OF CLARE ABBEY
BARONY OF ISLANDS
PARISH OF DOWR
BARO
Miss Stamers
Bog
SCALE.
Five Hundred Feet to an Inch
Feet
500 400 300 200 100 0
¼ Mile
½ Mile

Road to Ennis.
MAGNETIC MERIDIAN
CLARE.
PARISH OF CLARE ABBEY
CLARE ISLAND
CLARE MILL
Sir Lucius O'Brien Bar^t
Proposed Canal
CLARE COMMONS
Sir Lucius O'Brien Bar^t
Back Drain
Embankment
Wooden Stells proposed in the Second Report of the Shannon Commissioners See D^g N° 25
Mud
Island
Mud
Island
Old Quay
KNOCKNAMANNA
Sir Lucius O'Brien Bar^t
SKEHANAGH
Sir Lucius O'Brien Bar^t
Road from Limerick
Embankment
Back Drain
NOTE.
The Portion of this Plan, west of the Line A.B, is copied from Drawing N° 25 in the second Report of the Shannon Commissioners.
The depth of Water at the Bridge at Clare, at the time of High Water of an ordinary Spring Tide, is 9 ft 6 in. & at the time of Low Water is 2 ft.

SURVEY
OF THE
RIVER SHANNON
UNDER THE ACT V & VI WM 4TH CAP 67.

RIVER FERGUS,
COUNTY OF CLARE.
PLAN AND SECTIONS
OF THE
PROPOSED SWIVEL BRIDGE.
AT
CLARE.
1838.

HENRY BUCK, Civil Engineer

NOTE. Datum Line 30 Feet below a Bench Mark on the Coping at the North end of the present Quay at Clare.

Fig. 2.

SECTION IN THE LINE A B.

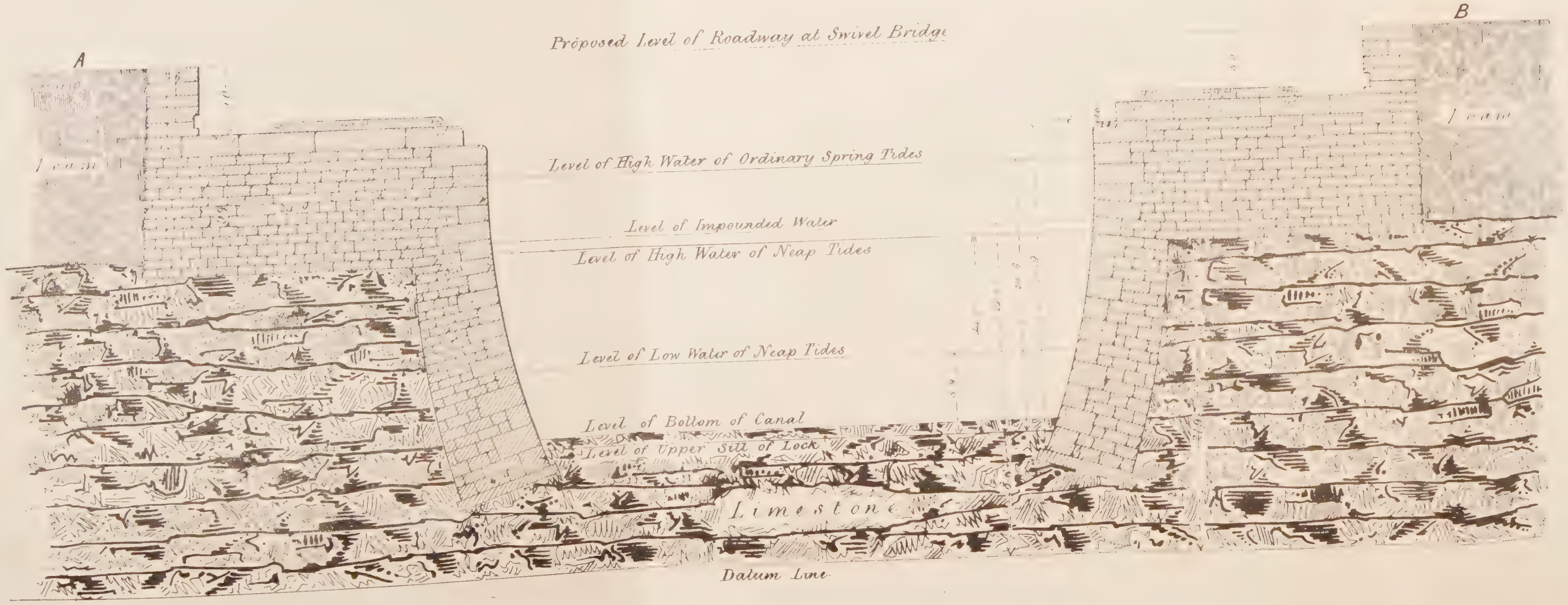
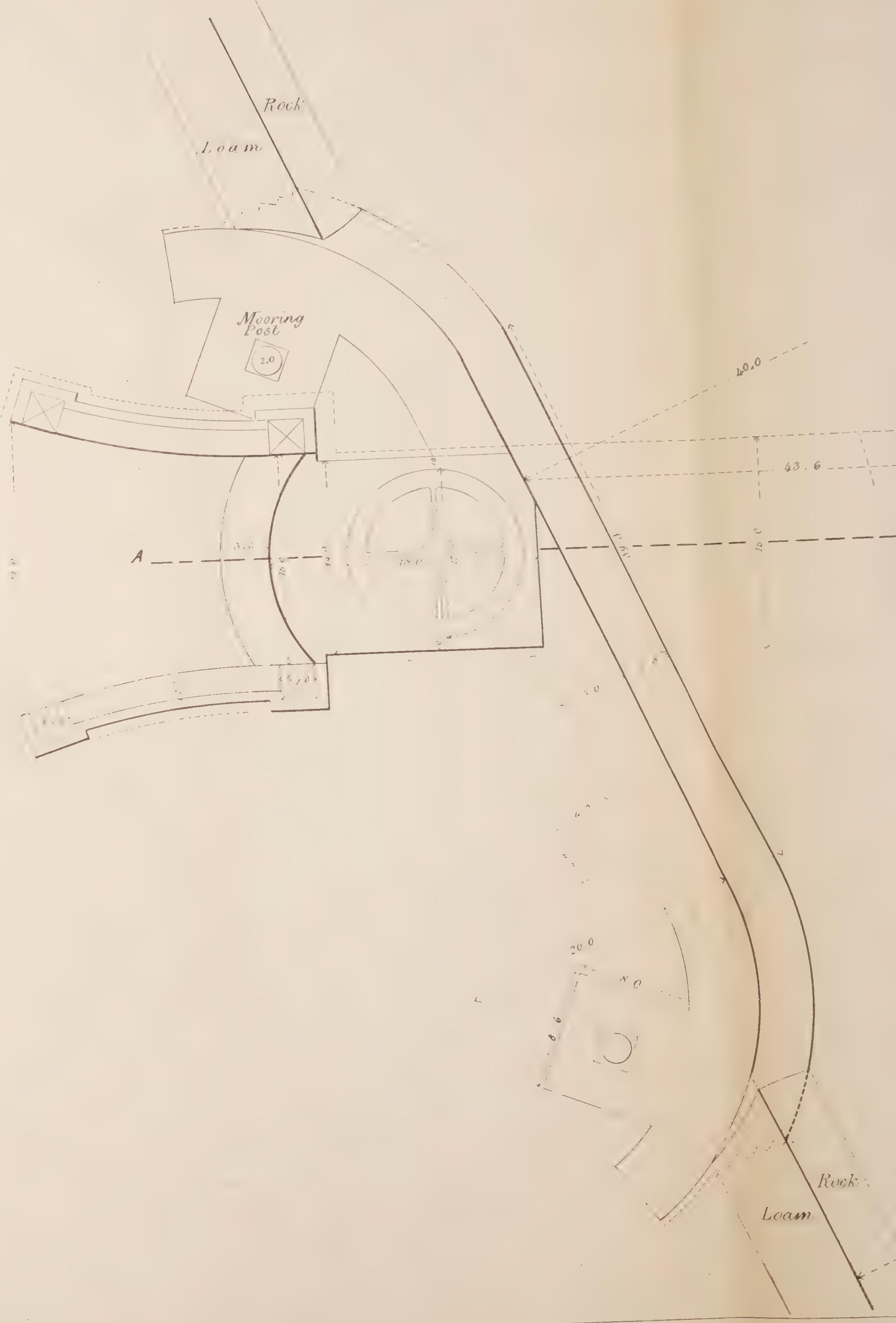
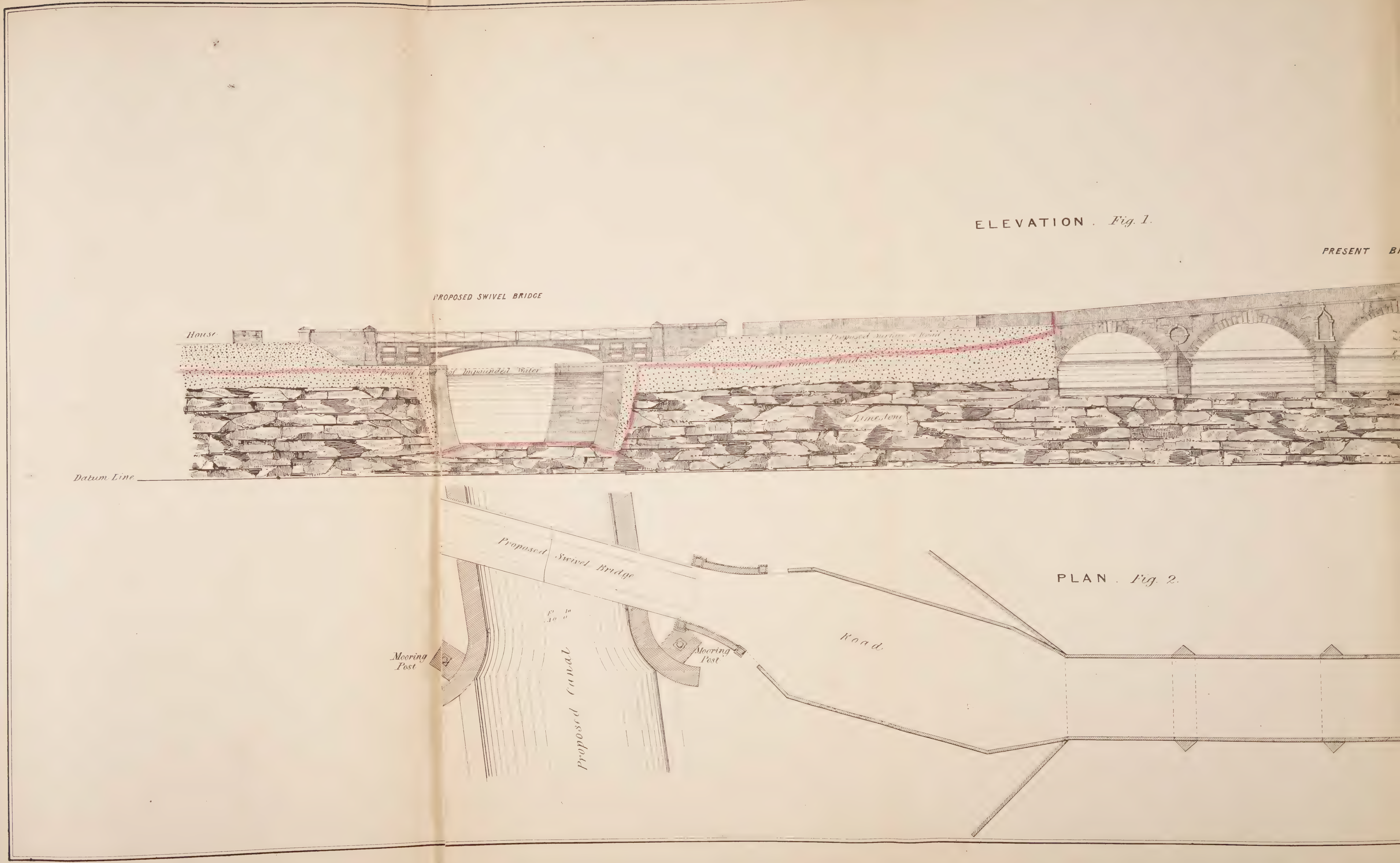


Fig. 1.

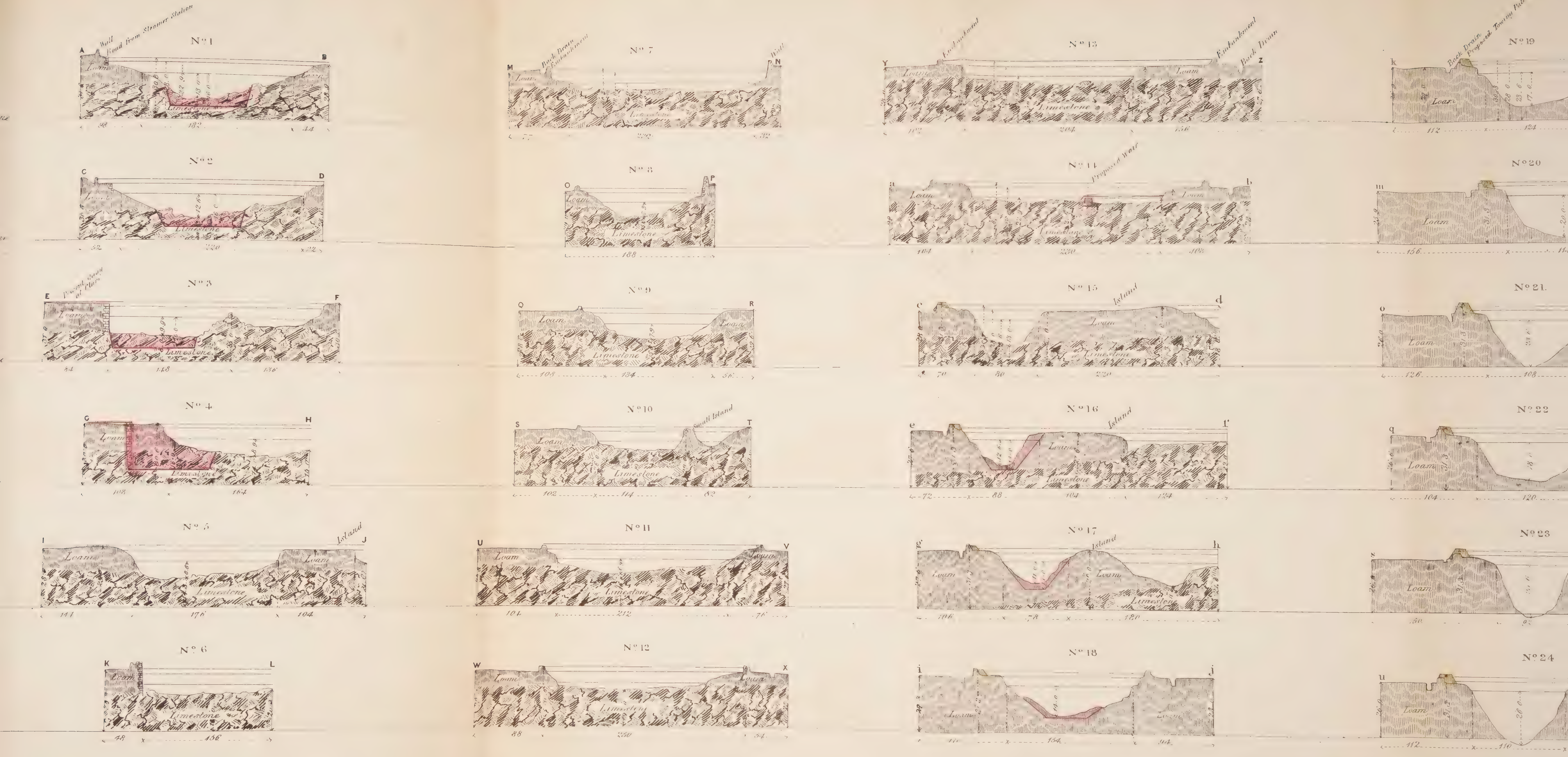
PLAN



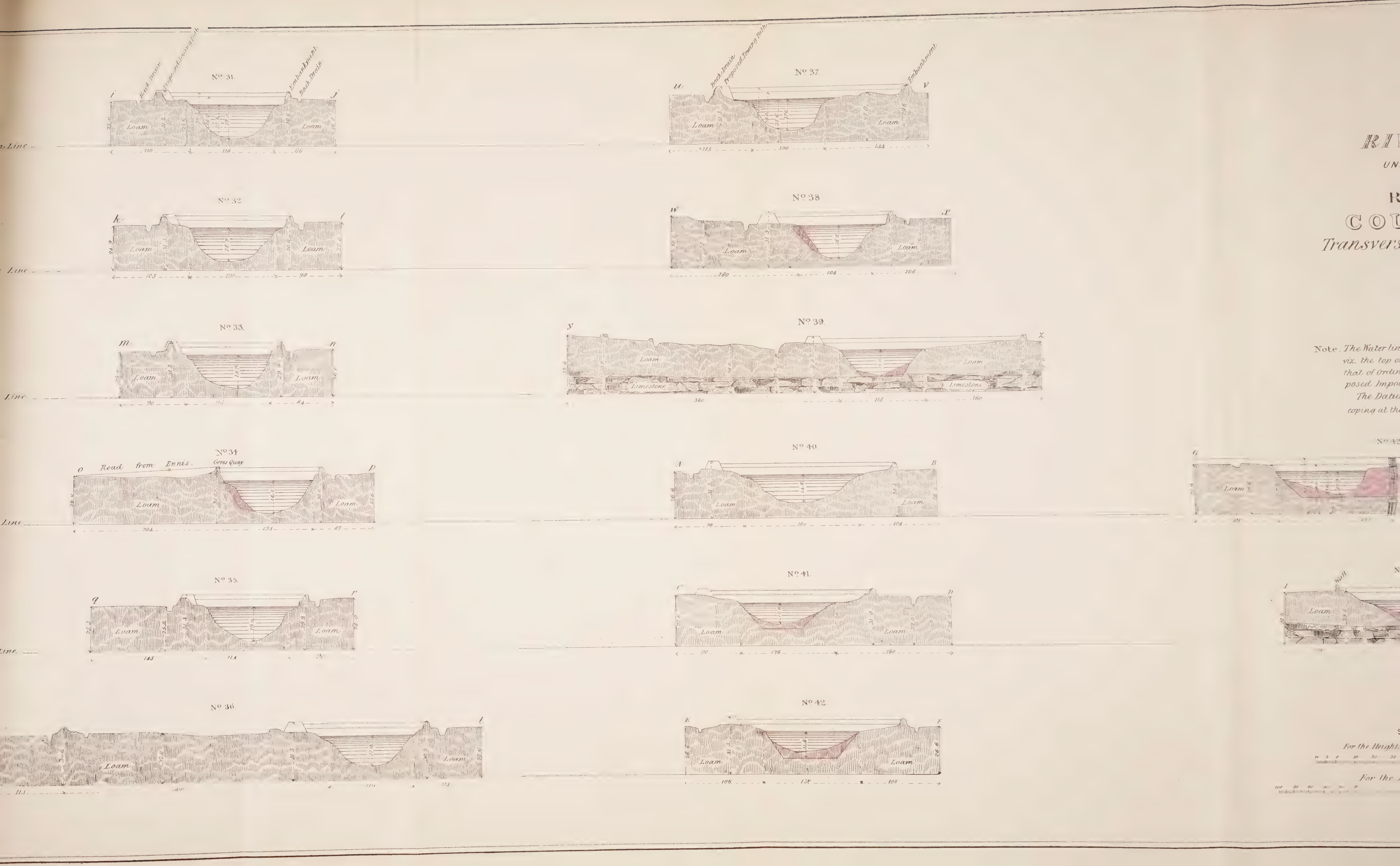


ELEVATION . Fig. 1.
PRESENT B
PROPOSED SWIVEL BRIDGE
House
Proposed Level of Impounded Water
Proposed Surface of Road
Present Surface of Road
Limestone
Datum Line
PLAN . Fig. 2.
Proposed Swivel Bridge
Mooring Post
Mooring Post
Proposed Canal
Road

Fig. 1.
SECTION IN THE RIV
Transverse Section A.B crosses
Trans. Sec. C.D crosses
Trans. Sec. E.F crosses
Trans. Sec. G.H crosses
Trans. Sec. I.J crosses
Trans. Sec. K.L crosses
High Water of Extraordinary Spring Tides
Ordinary Spring Tides
Neap Tides
Low Water of Neap Tides
Datum Line
Limestone
Fig. 2.
SECTION IN THE LINE OF THE P
Trans. Sec. A.B crosses
Trans. Sec. C.D crosses
Trans. Sec. E.F crosses
Trans. Sec. G.H. crosses
Proposed
High Water of Extraordinary Spring Tides
Ordinary Spring Tides
Neap Tides
Low Water of Neap Tides
Datum Line
Limestone
120 Ft
1300 Feet



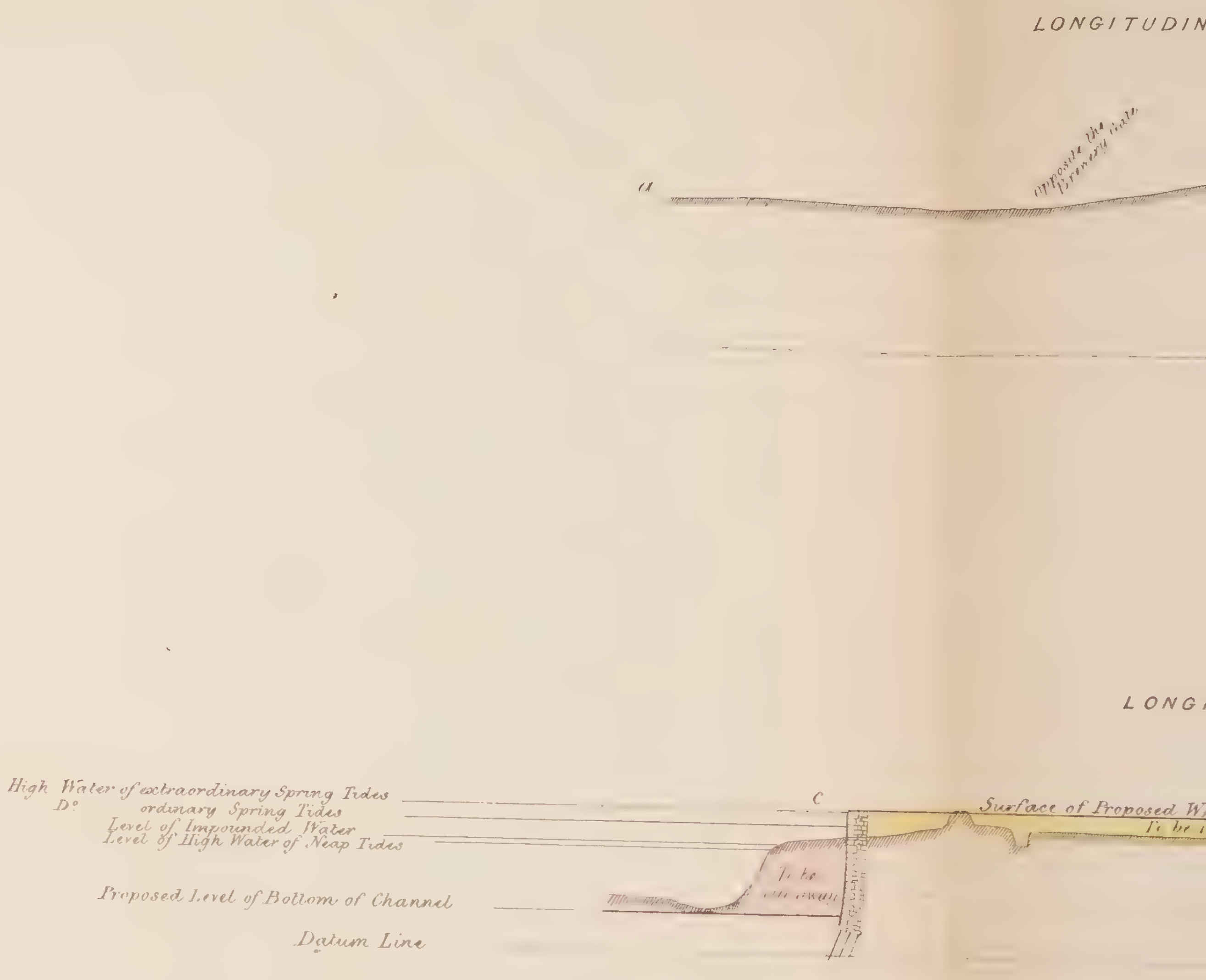
No 1
Wall
Road from Steamer Station
Loam
Limestone
No 2
Limestone
No 3
Loam
Limestone
No 4
Loam
Limestone
No 5
Loam
Island
Limestone
No 6
Loam
Limestone
No 7
Back Drain
Embankment
Wall
Loam
No 8
Loam
Limestone
No 9
Loam
Limestone
No 10
Small Island
Loam
Limestone
No 11
Loam
Limestone
No 12
Loam
Limestone
No 13
Embankment
Back Drain
Loam
Limestone
No 14
Proposed Weir
Loam
Limestone
No 15
Island
Loam
Limestone
No 16
Island
Loam
Limestone
No 17
Island
Loam
Limestone
No 18
Loam
No 19
Back Drain
Proposed Towing Path
Loam
No 20
Loam
No 21
Loam
No 22
Loam
No 23
Loam
No 24
Loam



RIV
UN
R
COU
Transvers
Note. The Water lin
viz. the top o
that of Ordin
posed Impo
The Datu
coping at th
No. 31
Back Drain
Embankment
Back Drain
Loam
No. 32
No. 33
No. 34
Road from Ennis
Gores Quay
No. 35
No. 36
No. 37
Back Drain
Proposed Towing Path
Embankment
No. 38
No. 39
Limestone
No. 40
No. 41
No. 42
For the Height
For the

Fig. 1.

BARONY OF ISLANDS
PARISH OF DRUMCLIFF
CLONROADMORE
LIFFORD
Road to Ennis
Road to Gort
Brewery
Proposed Road
Proposed Wharf
RIVER FERGUS
Back Drain
Embankment
Proposed Towing Path
RIVER FERGUS
MAGNETIC MERIDIAN
Embankment
CAPPAHARD
PARISH OF TEMPLEMALEY
BARONY OF BUNRATTY UPPER


High Water of extraordinary Spring Tides
Do. ordinary Spring Tides
Level of Impounded Water
Level of High Water of Neap Tides
Proposed Level of Bottom of Channel
Datum Line

RIVE
UNDER THE

RIVE
COUN
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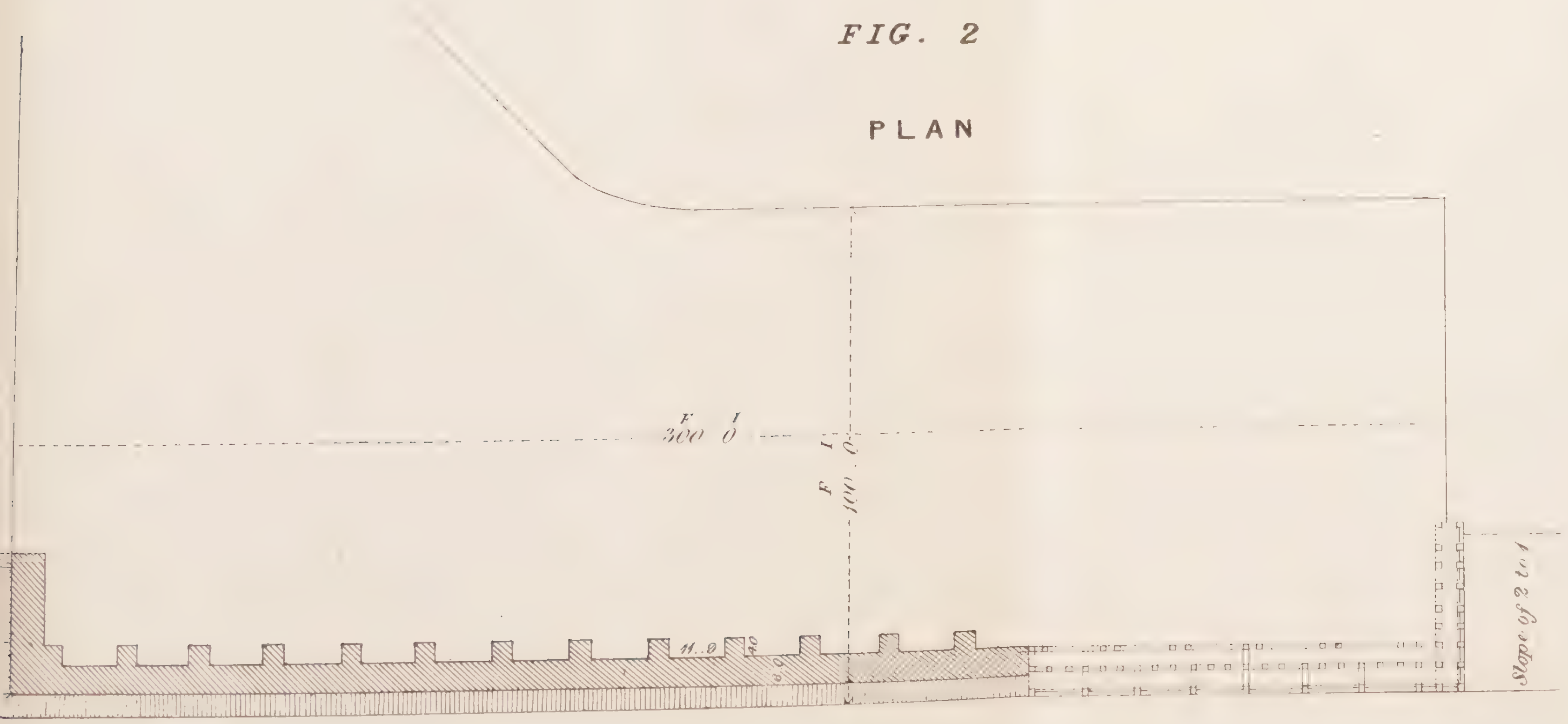
of the Pro

FIG. 1

ELEVATION

FIG. 2

PLAN

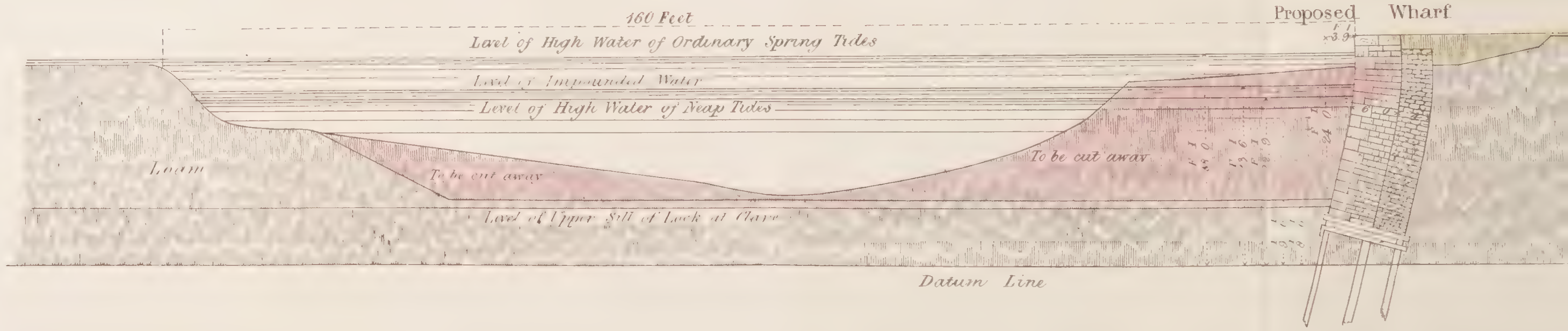


SCALE FOR THE PLAN AND ELEVATION 40 FEET TO AN INCH

40 30 20 10 0 40 80 120 160 200 Feet.

FIG. 3.

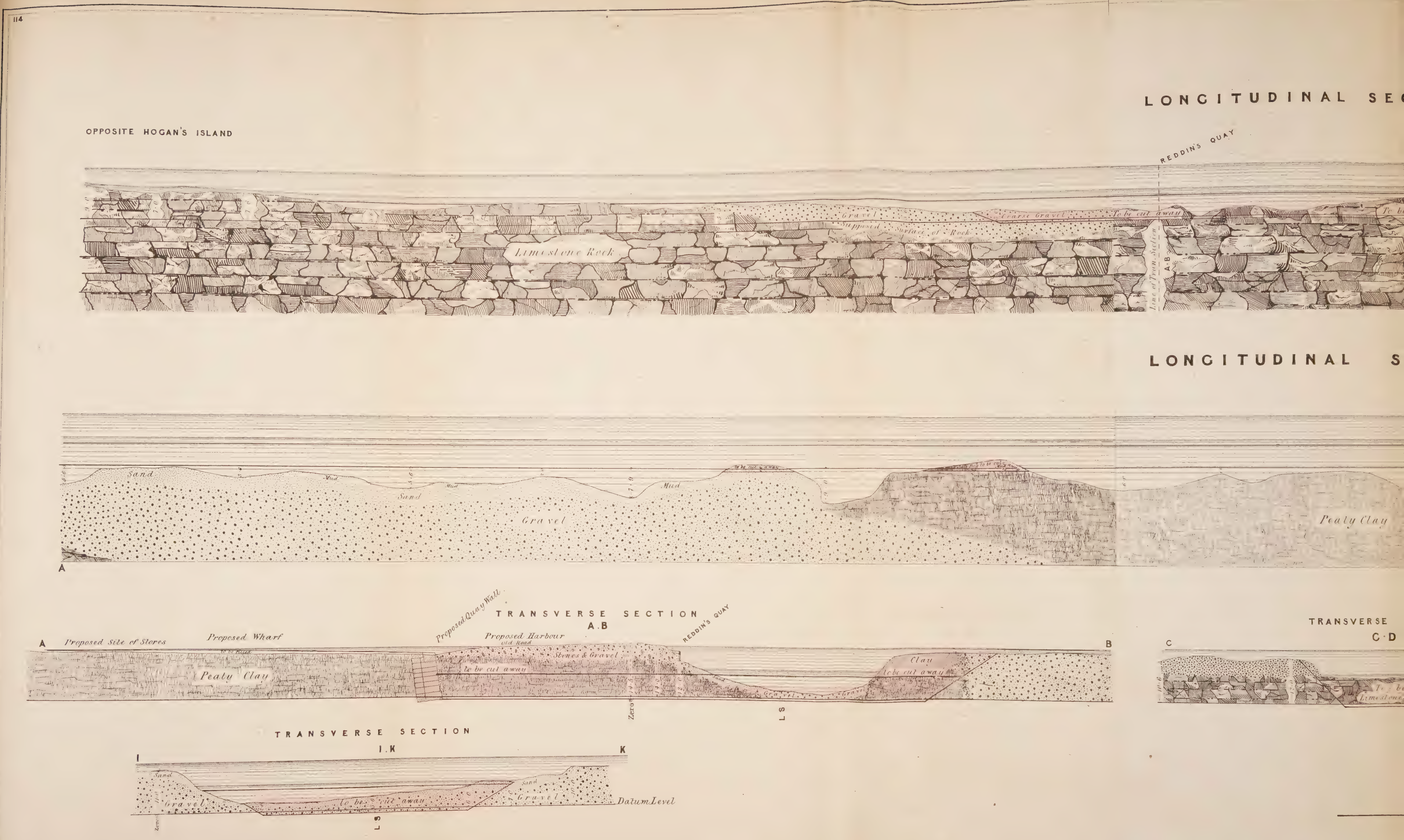
SECTION



SCALE FOR THE SECTION 20 FEET TO AN INCH

20 15 10 5 0 20 40 60 80 100 Feet.

James Kelly
Connor and Js Kelly
Lessees
Arable
Connor
Michael Scanlan Occupier
PARISH OF TUOMGRANEY
DERRYGRANEY
DREWSBORO
Francis Drew Esq. Proprietor.
Thomas & Thadeous Hegan Lessees.
Thomas & Thadeous
Hegan Lessees.
Arable.
Owen Melleen Occupier
Pasture
Orchard
KNOCKRDO
Part of Drewsboro.
Mrs Marshall Lessee
Callow Meadow
Manus Quin & Partners.
Pasture.
Michael Minnouge and
Partners Lessees.
Owen Melleen
John and Michael Rouhan
Lessees
Callow Meadow
Martin Sexton Lessee
Simon and David Flannery Lessees.
James Melody Lessee
Proposed Meadow
Harbour
Wharf and Site
Pasture
Mr Michael Reddin
Callow Meadow
James Caulfield Lessee.
Revd Thomas Brady Proprietor.
TUOMGRANEY
Pasture.
Mr Michael Reddin.
Richard & Thomas Brady Propridors.
PARISH OF TUOMGRANEY
of Tuomgraney


LONGITUDINAL SEC
OPPOSITE HOGAN'S ISLAND
REDDIN'S QUAY
Gravel
Coarse Gravel
To be cut away
Supposed surface of Rock
Limestone Rock
Line of Tram Section
A.B
LONGITUDINAL S
Sand
Mud
Sand
Mud
Mud
Gravel
Peaty Clay
A
TRANSVERSE SECTION
A.B
Proposed Quay Wall
REDDIN'S QUAY
A
Proposed Site of Stores
Proposed Wharf
Proposed Harbour
Old Road
Stones & Gravel
to be cut away
Peaty Clay
Clay
to be cut away
Sand
Gravel
Zero
L S
B
TRANSVERSE
C·D
C
Limestone
TRANSVERSE SECTION
I.K
I
K
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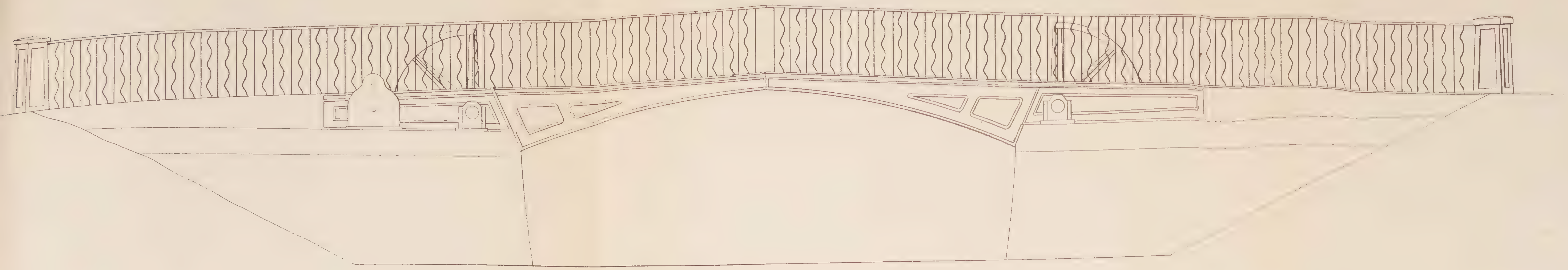
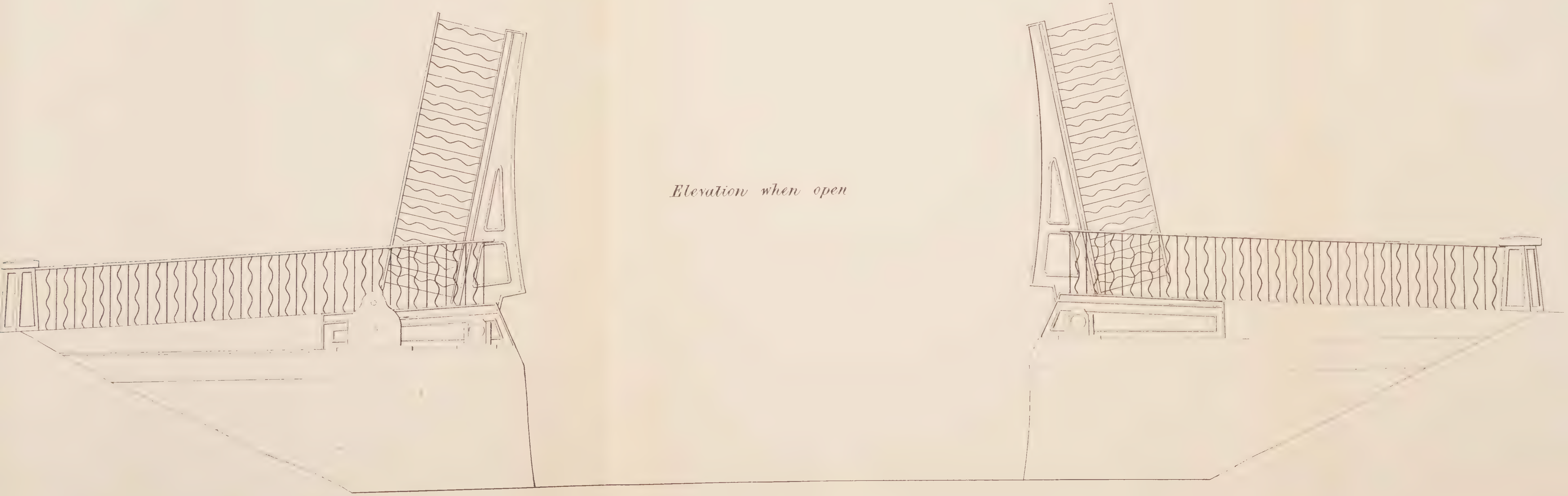
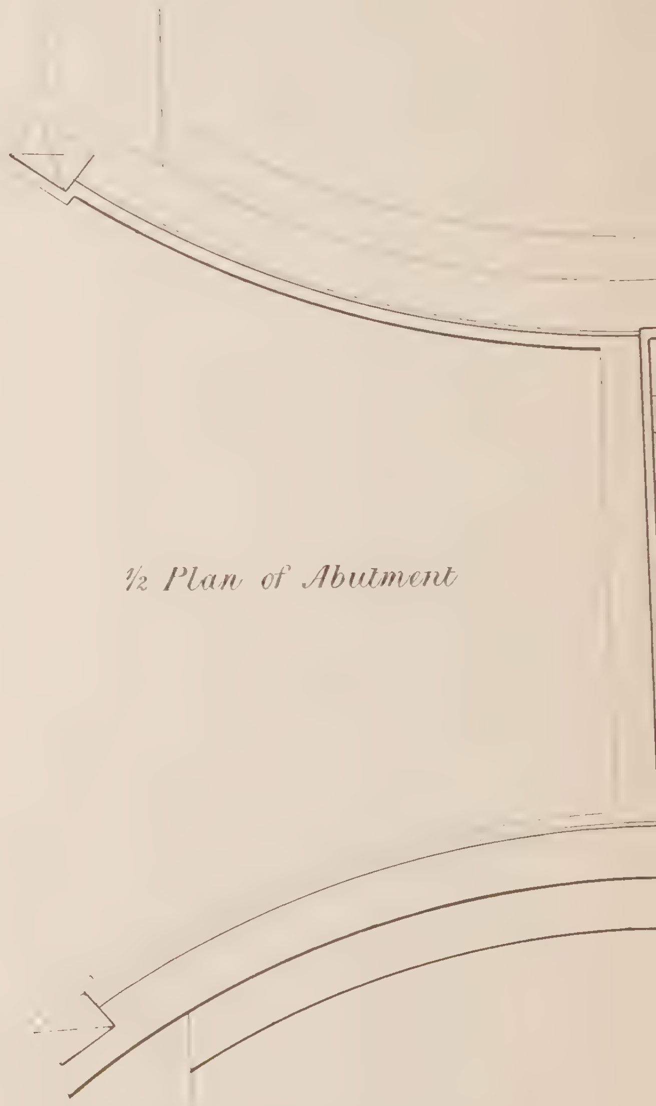
Gravel
to be cut away
Sand
Gravel
Datum Level
Zero
L S

Elevation





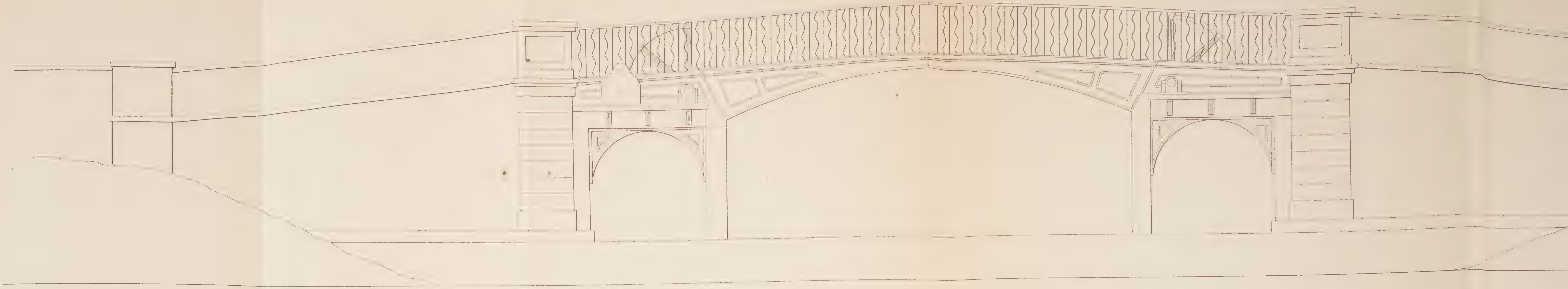
Elevation when open



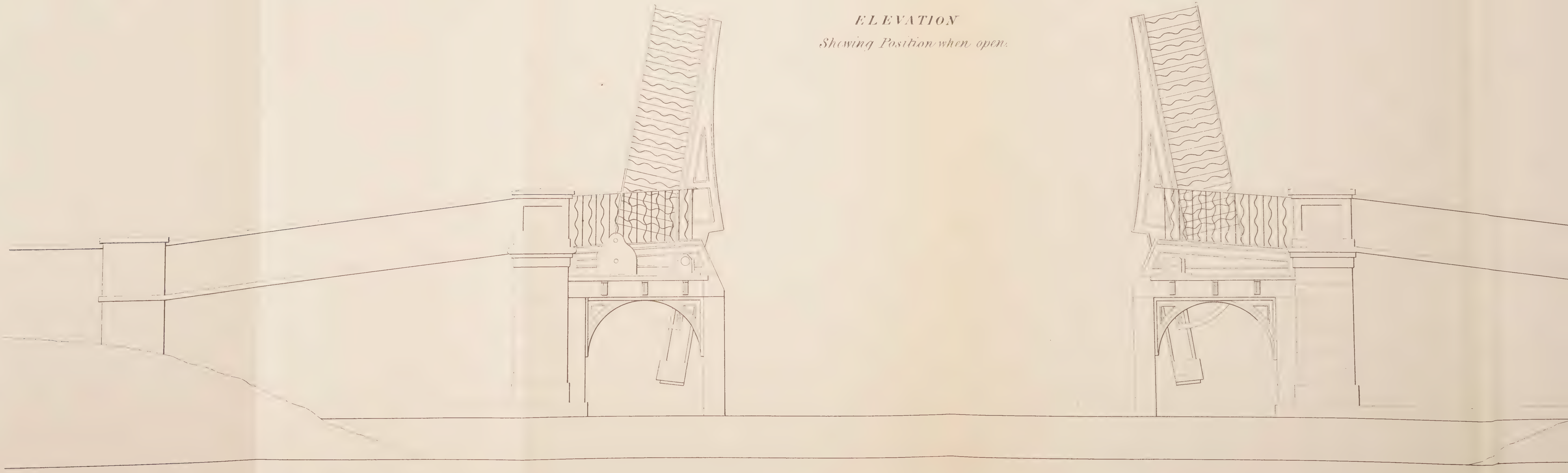
½ Plan of Abutment

…e & C° Litho London

ELEVATION.

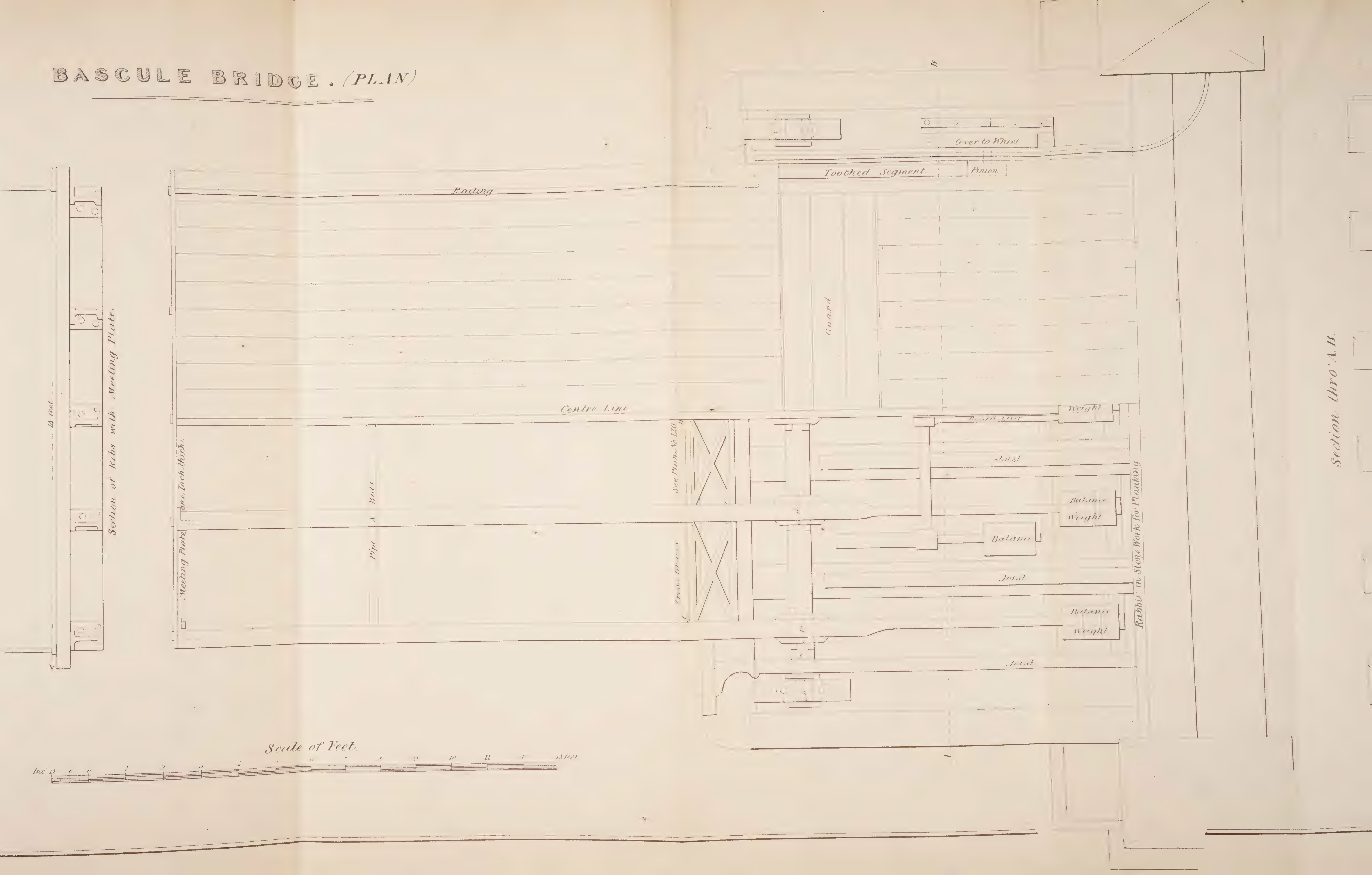


ELEVATION
Shewing Position when open.

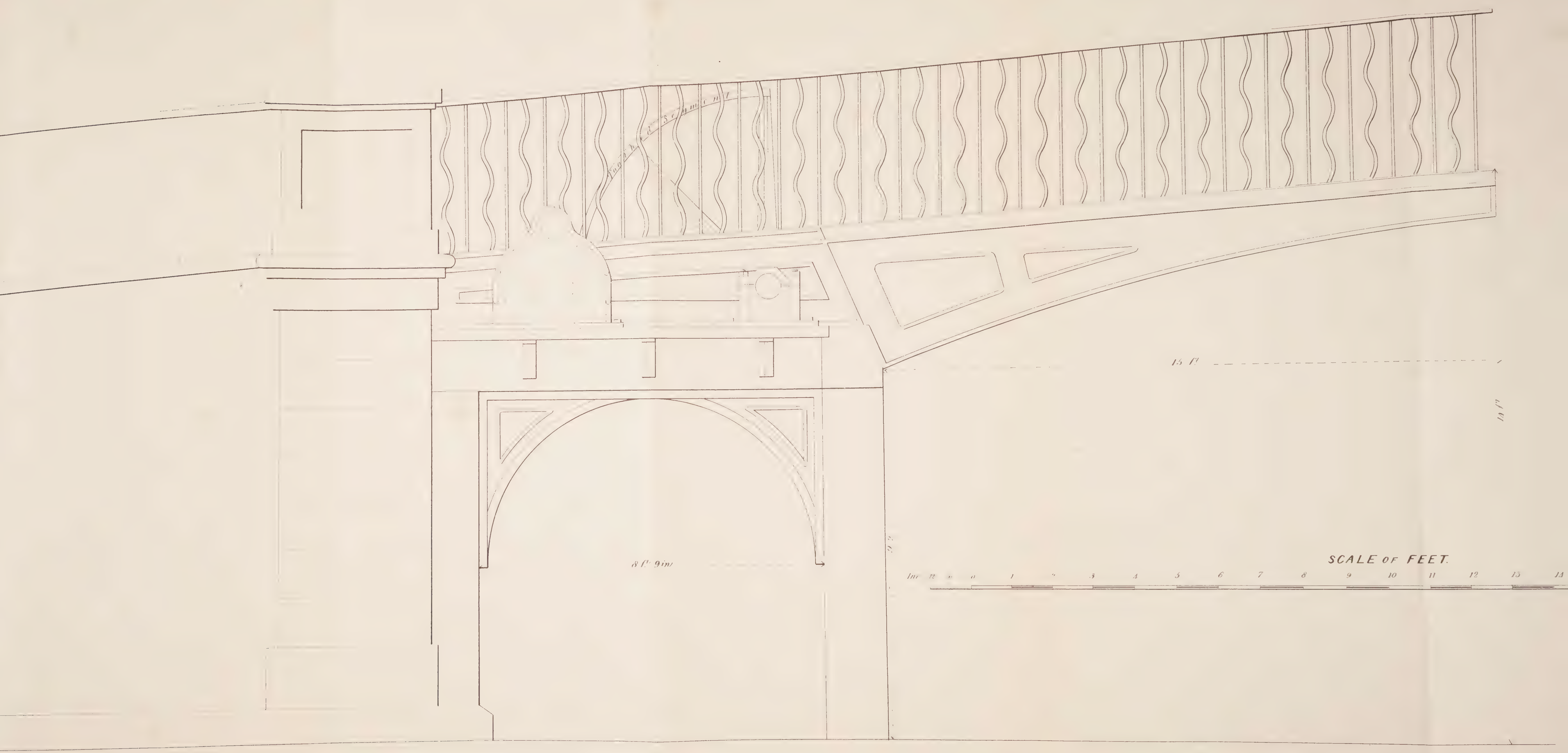


s Cº Litho London.

BASCULE BRIDGE. (PLAN)



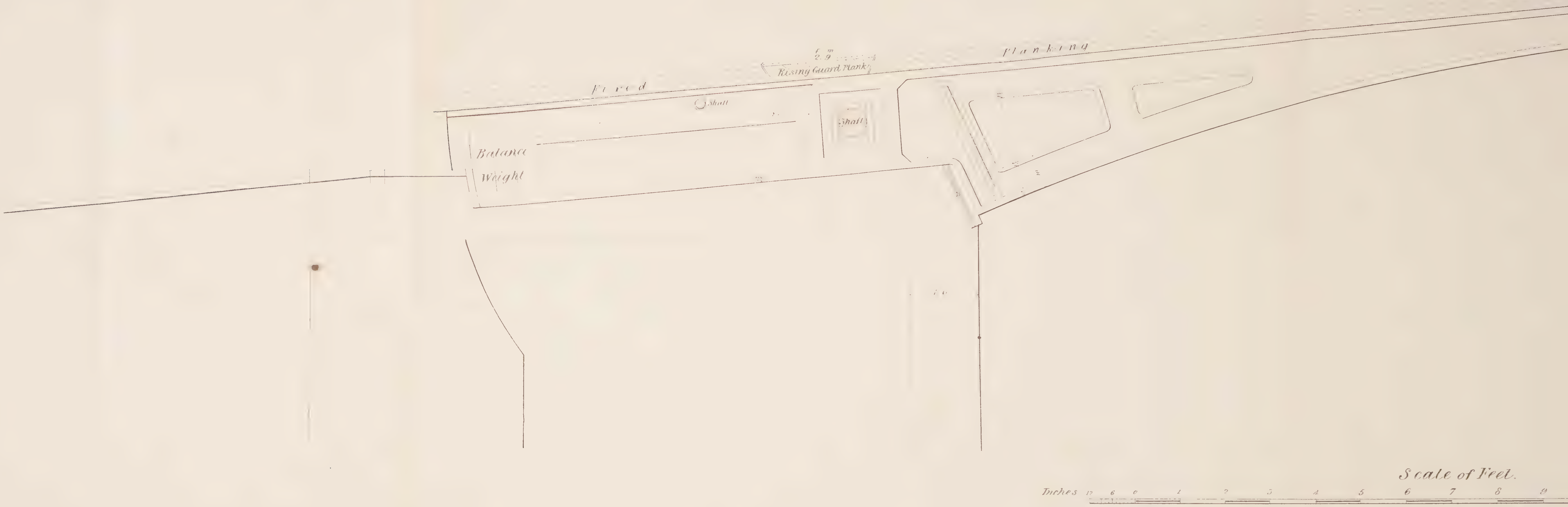
BASC



Toothed Segment
15 Ft
8 Ft 9 in
SCALE OF FEET.
Inc 12 0 1 3 4 5 6 7 8 9 10 11 12 13 14

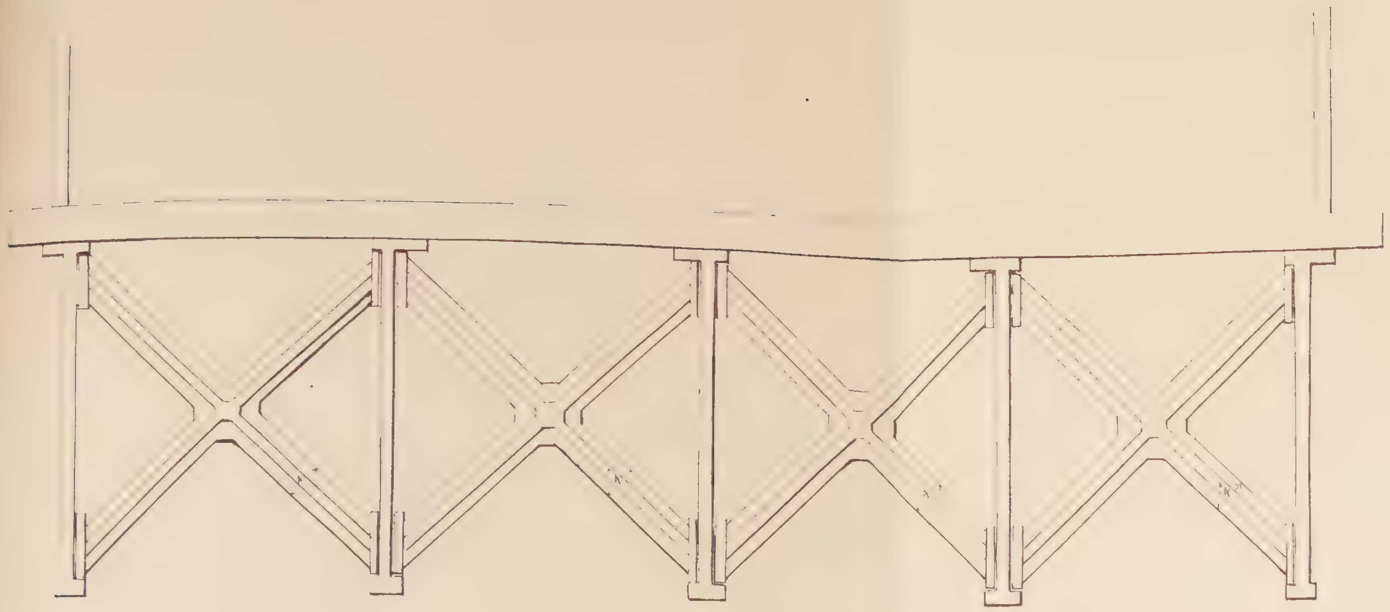
BASCU

Eleva

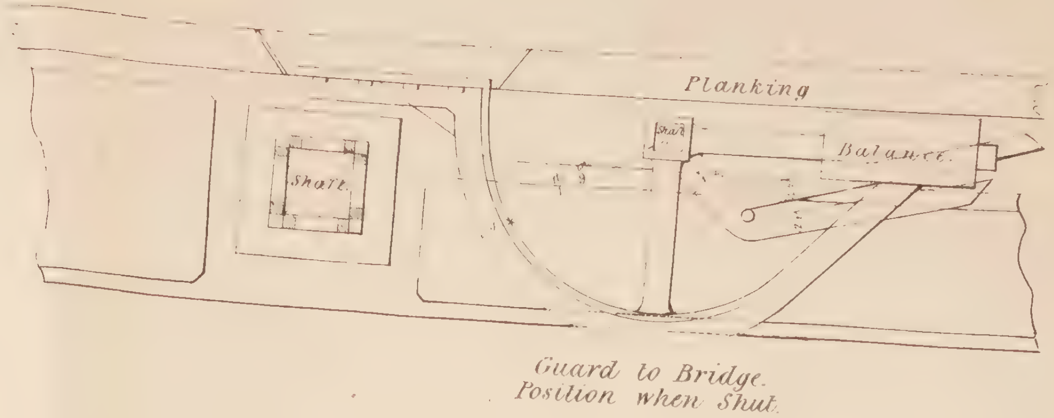


Fixed
Planking
2.9
Rising Guard Plank
Shaft
Shaft
Balance
Weight
Scale of Feet.
Inches 12 6 0 1 2 3 4 5 6 7 8 9

Pl. N° 120



Section C D on Plan N. 117.



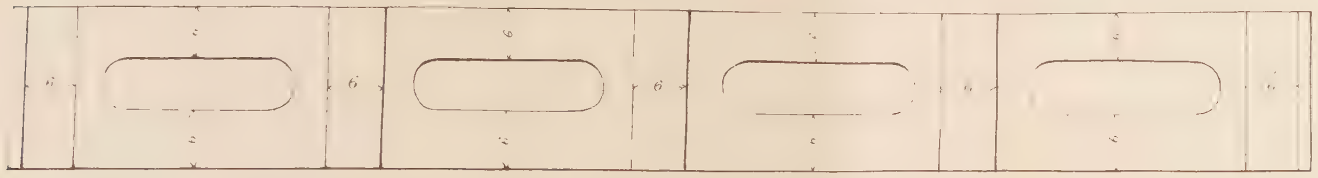
Guard to Bridge.
Position when Shut.

BASCULE BRIDGE

(Details.)

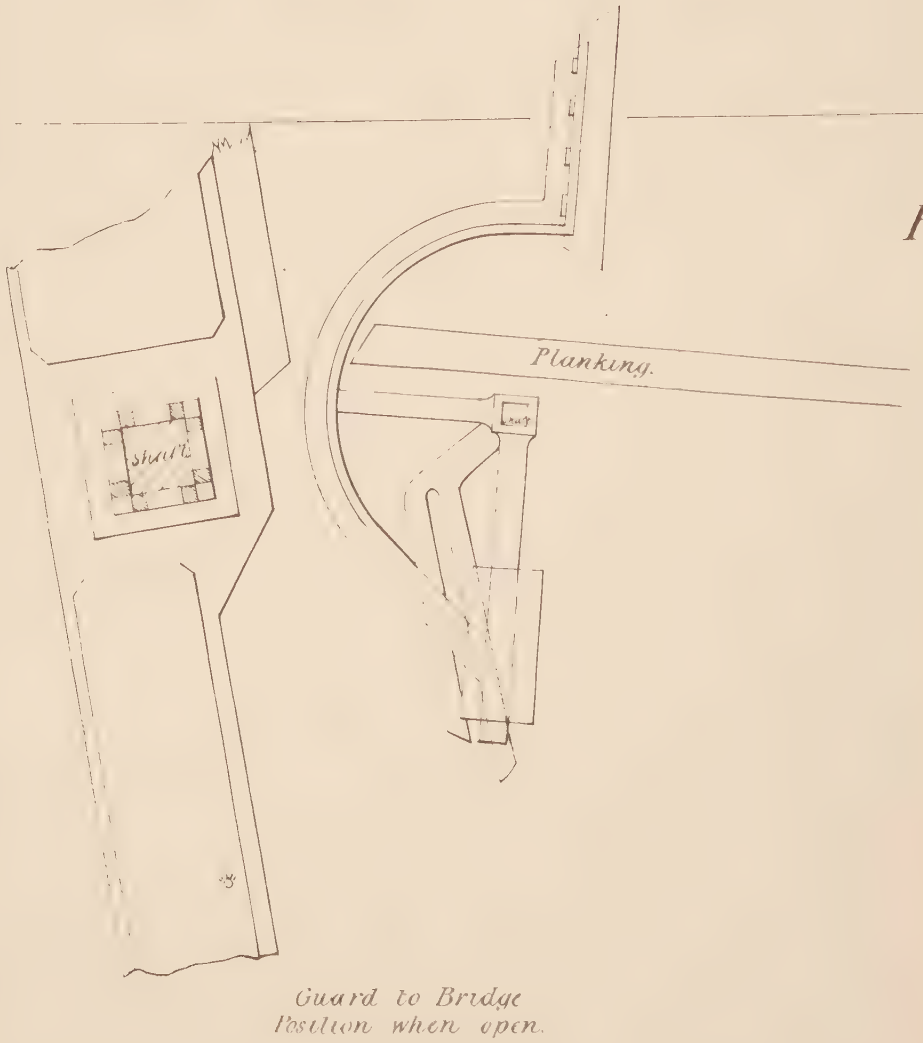
Pl. N° 12

Abutment Plate.



Elevation.

Plan.



Guard to Bridge
Position when open.

Scale of Feet

Standidge & Co Litho, London

W. Cubitt, Civil Engineer,
London, Jan.

FIFTH REPORT

OF

THE COMMISSIONERS

APPOINTED PURSUANT TO THE ACT 5 & 6 WILLIAM IV., CAP. 67,

FOR THE

IMPROVEMENT OF THE NAVIGATION

OF THE

RIVER SHANNON;

WITH

AN APPENDIX.

Presented to both Houses of Parliament by Command of Her Majesty.

DUBLIN:
PRINTED BY ALEXANDER THOM, 86, ABBEY-STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1839.

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FIFTH REPORT

OF THE

COMMISSIONERS FOR THE IMPROVEMENT OF THE RIVER SHANNON,

UNDER THE ACT 5 AND 6 WILLIAM IV., C. 67.

TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY.

May it please your Lordships,

On the 21st instant, we had the honor to forward to your Lordships our Fourth Report, containing all the details of the Works we recommend for the Improvement of the River Shannon from Tarmonbarry to Lough Allen.

The other very important part of our duty, namely, the Valuation of Properties, Premises, or Rights, which will be required from individuals, and the Awards as declared by us, forms the subject of this Report.

In our Third Report we entered into a full explanation of the peculiar nature of these investigations, and the same course described in it has been followed throughout, but with increased facilities, arising from the experience obtained in our progress.

In these Valuations we have been aided and assisted by Messrs. Low and Bruce, Notaries Public, and Mr. W. T. Mulvany, Civil Engineer, the same gentlemen who were employed in our former Valuation; and we have again the pleasure to state that very few objections were offered to our Awards, and those which were made, were of a comparatively trifling nature, but we considered each of them maturely, and we have reason to believe that our final Awards have proved satisfactory to the parties interested.

The amount of each Award will be found in the Schedules annexed to this Report, and an Abstract showing the total amount. We have also annexed a list of all the Maps and Plans which were prepared, agreeably to the 6th section of the Act 5 & 6 William IV., c. 67, for the purpose of showing the Lands, Mills, and other Premises required to be taken for the proposed improvements; the number of these Maps and Plans being very considerable, and formed into books corresponding with the different places in which we held our Courts, have not been forwarded, as they form large and bulky volumes; but remain in this Office until your Lordships' pleasure respecting the disposal of them shall be communicated to us.

Appendix A., p. 28.

FOURTH AND FIFTH DIVISIONS.

Tarmonbarry to Lough Allen, including the Carnadoe and Boyle Waters.

Fourth and Fifth Divisions.

Tarmonbarry to Lough Allen.

We have had ninety-three cases to deal with in this District, and the aggregate of the Awards amounts to £9,702 2*s.* 5*d.*

The Awards for all the Eel-weirs in this District, and also for two small mills, were included in our Third Report; of the remaining premises required (the Awards for which are included in this Report), the greater portion consists of small plots of land required either to be cut away to straighten the River-course, and widen Canals, or upon which to spread the spoil. Much of the land required for the latter purpose will therefore be valuable after the completion of the Works.

The only property of importance included in this Report is the Mill at Jamestown, the Weir of which produces very injurious effects for a considerable distance up the River. It has been valued without reference to any question involving the legality of its erection, which, considering that the parties concerned have been in undisturbed possession for many years, and

FOURTH AND FIFTH DIVISIONS.

Tarmonbarry to Lough Allen.

have expended much money upon it, does not appear to be a subject for rigid inquiry. The speculation has been a failure as far as regards trade, owing, in some measure, to the unimproved state of the Navigation of the Shannon; but the present fall of water is not very effective, and by no means equal in power to that which will be obtained upon the erection of the proposed regulating Weir, at the improved Mill-site a little lower down the stream.

At Carrick-on-Shannon, Mr. St. George, the proprietor in fee, has given, without remuneration, all the premises required by us, which were in his own possession. We cannot but deem this to be an act of much liberality, notwithstanding the improvement that may reasonably be anticipated to result, to the rest of his property.

Between Battle Bridge and Lough Allen, as the navigation is effected by a lateral Canal, and as no operations in the River-course, excepting those proposed at Bealantra Bridge, near Lough Allen, would affect the navigation or the general drainage, we have not valued any premises or included in our estimate any sum for works in this part of the River, inasmuch as the benefit to be derived will be local, and the Works should, consequently, be undertaken only in conjunction with, and partly at the expense of the proprietors. The requisite surveys and levels have, however, been taken, and can be made available whenever it shall become desirable to execute the Works.

For the right to the Navigation of the Upper Shannon, which is now vested in the Board of Public Works, a nominal Award has been declared and entered in the Schedules.

Appendix A., p. 25.

We have annexed an Estimate of the probable value that the Public may be expected to derive ultimately from the lands and other premises, the Awards for which are detailed in this Report.

Appendix A., p. 26.

For the purpose of bringing into one view, the amount of all the Awards made by us for the Lands, Mills, Weirs, and other Premises required for the improvement of the Shannon from Kilkadraan Head near its mouth, to Lough Allen, we have appended to this Report a General Abstract, showing the total amount required for each species of property, in each Division of the Shannon.

Appendix A., p. 27.

We have also added a similar Abstract of the ultimate estimated value to the Public, of the property thus to be acquired.

From these Abstracts it will be seen that the total sum awarded amounts to £74,054 2*s.* 0*d.*; for which it is estimated that an ultimate return of £51,288 14*s.* 6*d.* may be expected, exclusive of Fisheries. So large a proportion of return is to be ascribed to the greatly improved water power for mill sites, which will be obtained by congregating the numerous small falls on the River into a few important ones, the value of the water power of which, will increase in proportion to the demand.

Assessments.

According to the Act 5th and 6th Wm. IV., cap. 67, a moiety of the cost of the proposed Works, in the case of a deficiency in the Tolls, is to be assessed on the adjoining Counties and Baronies, in the proportion in which they will probably be benefited. In our Third Report, page 9, we suggested that this provision of the Act should be placed on the basis of making the Counties and Baronies responsible for the entire amount of the moiety, independent of the Tolls.

As to the proportion in which this assessment should be made, we beg leave to remark, that,

With regard to the First or Lower Division of the Shannon, we see no reason to alter the apportionment of the cost recommended in our Third Report.

With regard to the remainder of the Shannon, from Limerick to Lough Allen, (and the Tributaries which we propose to improve,) we have, in conformity to the Act, declared at our Valuation Courts, the proportions in which the several Counties and Baronies, benefited by the proposed Works, should be rated to pay the moiety of the expense. For the purpose, however, of bringing the several proportions to an uniform scale, we have annexed to the Fourth Report a Table of Proportionate Numbers, (deduced from calculations founded upon the total amount of the Estimates furnished in that Report,) which we recommend to be adopted instead of those declared. This Table

shows the relative amount of the assessments on the different Counties and Baronies for the proposed Works from Limerick to Lough Allen.

FOURTH AND FIFTH DIVISIONS.

Tarmonbarry to Lough Allen.

In fixing the proportion of these assessments on each County or District, we have endeavoured, as far as possible, to do justice to all parties, and have viewed the subject in every way that we conceived likely to lead to right conclusions.

Still there is in this country such a want of fixed data upon which to found calculations on this or similar subjects, the particular amount of prospective advantage is, in the absence of sufficiently detailed statistical information, so difficult to be fixed, and so much of the development of the benefit to result will depend upon the encouragement of an enterprising spirit of trade amongst the inhabitants of the Towns and Villages adjoining the River, that, in fixing the proportion of an assessment of this kind, the decision must be more or less arbitrary.

It may also be well to remark, that in the course of our calculations we found that neither the relative length of frontage to the River which any District possessed, nor even the extent supposed to be directly benefited, would, of themselves, furnish sufficient grounds upon which to found such an assessment, but that with these, a general knowledge of the whole country adjoining the River, such as we have had the means of obtaining, was necessary to the formation of an equitable decision.

It should be borne in mind, that the proportion of assessment proposed by us is founded upon the estimate now furnished, in which is included a large sum for public bridges across the Shannon, the expense of which must have been defrayed, in any case, by the Counties benefited; and consequently, should the Legislature direct any material modification of the proposed Works, a corresponding modification of the proportionate assessment should also take place. In such a case we would recommend that a limited power be given in the new Act to alter the scale of the assessments, in proportion to any addition or reduction that may be made in the outlay for the proposed Works.

Claims of Grand Canal Company. Appendix C., p. 42.

In Appendix C of this Report, page 42, we have annexed some further communications and documents regarding the claims of the Grand Canal Company. We feel theirs to be a case into the full merits of which we, as Shannon Commissioners, are not competent to enter.

With respect to the actual value for the return that the Middle Shannon could produce to that Company, beyond the cost of proper maintenance, under their agreement, and under any system calculated for its own interests, we feel bound to maintain our original Award of a nominal sum only for compensation.

But with regard to any claims they may have to consideration for previous transactions and outlay, as well as of being deprived of an exclusive right and power which they have held, and which might be exerted to the injury of a competing Navigation, these are subjects which must remain for your Lordships' decision.

THE CALLOW OR FLOODED LANDS.

THE CALLOW OR FLOODED LANDS.

We have had Surveys made of the flooded or Callow Lands on the Shannon from Limerick to Lough Allen, and on the principal Tributaries, as far as the floods were caused by the influence of the Waters of the Shannon.

The total content of these lands, as surveyed, amounts to 32,500 acres.

The 8th section of the Act 5th and 6th Wm. IV., cap. 67, requires that we should fix the amount, or proportion of benefit, which would be likely to result from the proposed measures of improvement to particular lands, in order to decide the proportion which should be assessed on such lands.

We have had a Valuation made of the Callows extending from Lough Derg to Athlone, selecting this division of the River for that purpose, as the one in which the greatest extent of flooded lands are to be found, and as affording the best means of judging of the effect of the measure proposed in the Act.

This Valuation has been made by Mr. Nicholson, who was employed by us to ascertain the value of the Callows in their present state; and also the supposed improved value after they shall have been relieved from the floods to

The Callow or Flooded Lands.

Appendix B., p. 31.

which they are now subjected. Mr. Nicholson's Report on this subject was included in the Appendix to our Third Report, page 55; and in the Appendix B to this Report, page 31, will be found the Schedules containing the details of the Valuation, and an Abstract showing the total amount. It will be seen from this Abstract that nearly 16,000 acres of land have been examined, and a value affixed to them; this work has been performed with great zeal and attention, as well as with great ability and judgment, by Mr. Nicholson, and cannot fail to prove of very great interest and value after the improvements shall have been effected.

Notwithstanding the amount of prospective advantage which is likely to result to these lands, for the reasons stated in our Second Report, page 19, we adhere to the recommendation therein given of not imposing a separate Tax for the benefit which may possibly result to particular lands, especially as these lands are proposed to be taxed for the general improvement.

Pending the decision of your Lordships and the Legislature upon this part of our Report, we have not deemed it necessary to incur the expense of valuing the remainder of the Callows on the Shannon.

With regard to some of those Callows around Lough Derg and between Killaloe and Limerick, the benefit to accrue, as stated in our Third Report, is more difficult to decide than in the portion valued. Upon the upper part of the River, however, the feeling is general, that much improvement will result from the lowering and due regulation of the Waters.

GENERAL OBSERVATIONS.

General Observations.

In conclusion, we cannot forbear from once more adverting to the result of the mode adopted on this occasion of awarding compensation for properties interfered with, for objects deemed to be of general public advantage.

So far from considering that we were put into possession of any arbitrary power or discretion, we were quite aware of the great responsibility attached to that part of our duty, and the absolute propriety of conducting it in such a manner as should bear, if necessary, any degree of subsequent investigation.

Being very sensible that evidence as commonly produced, of extreme opinions and calculation, for and against the claims, would afford no real grounds on which a judgment would be formed, we obtained the services of experienced and perfectly unprejudiced Valuators and Notaries Public, on whose reports our calculations have been founded, modified, where necessary, by any peculiar matters or circumstances that could be brought forward by the parties, or facts which could only be obtained by intimate local experience.

We feel every reason to believe that our Awards have, in this manner, been made with a far greater degree of equity than by the ordinary process by Jury, and no doubt the whole of the purchases will have been made at a very much lower rate, since the impression of a Jury, under the great uncertainty in each case, must naturally be, in dealing with a public body, to give the individuals the benefit of every doubtful point.

We have the honor to submit this, our Fifth and *final* Report, for your Lordships' consideration.

J. F. BURGOYNE.
HARRY D. JONES.
RICHARD GRIFFITH.
BROOK T. OTTLEY.

Dublin, 28th February, 1839.

APPENDIX.

Appendix A.

SCHEDULE OF AWARDS

MADE FOR

LANDS, MILLS, AND OTHER PREMISES,

REQUIRED TO BE TAKEN FOR THE

IMPROVEMENT OF THAT PART OF THE RIVER SHANNON EXTENDING FROM TARMONBARRY TO LOUGH ALLEN,

AND FOR THE

CARNADOE AND BOYLE WATERS;

WITH

A LIST OF THE PLANS LODGED PURSUANT TO ACT 5 & 6 WM. IV., CAP. 67.

Part of the Fourth Division.—Longford District,

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Description of Property. Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A.	R.	P.	Mills and Houses.
A, S,	1	Ballytoohy .	A garden and strand.	0	0	29	. . .
„	2	„ . .	Good meadow land.	0	1	7	. . .
				0	1	36	
„	3	„ . .	Meadow land and pasture.	0	2	29	. . .
„	4	„ . .	Shrubby pasture land.	0	1	1	. . .
„	5	„ . .	Good meadow land.	0	2	8	. . .
„	6	„ . .	Arable and shrubby pasture.	0	1	16	. . .
„	7	„ . .	Portion of Insha Island fit for meadow.	0	0	31	. . .
				2	0	5	
„	8	Lack . .	Meadow land.	0	1	10	. . .
„	9 & 10	„ . .	Good meadow land.	0	3	19	. . .
„	11	„ . .	Arable, pasture, and meadow.	0	1	10	. . .
„	12	„ . .	Good arable, pasture, & meadow.	0	1	18	. . .
„	13	„ . .	Good pasture land.	0	3	15	. . .
„	14	„ . .	Good meadow land.	0	1	39	. . .
„	15	„ . .	An island in good meadow.	0	2	7	. . .
				3	2	38	
„	16	Cloondrah .	Island, good pasture.	0	0	29	. . .
„	17	„ . .	Island, meadow and pasture.	0	2	14	. . .
„	18	„ . .	Island, low pasture.	0	0	18	. . .
				0	3	21	
„	19	„ . .	Cahill's Island, meadow and pasture.	0	0	31	. . .
„	20	„ . .	Sallow Island, shrubby pasture	0	0	11	. . .
„	21	„ . .	Com Island, rocky, meadow.	0	0	23	. . .
„	22	„ . .	Far Island, good meadow.	0	0	28	. . .
„	23	„ . .	Island.	0	0	3	. . .
„	26	„ . .	Middle Island, good meadow.	0	0	15	. . .
„	27	„ . .	Part of Land Island, shrubby verge.	0	0	5	. . .
„	28	„ . .	Part of Ramp Island, shrubby meadow, and pasture.	0	2	17	. . .
„	29	„ . .	Verge of river, poor pasture, and arable.	0	0	37	. . .
„	30	„ . .	Verge of river, good pasture.	0	3	8	. .
„	31	„ . .	Rocky and shrubby, arable and pasture.	0	3	17	. . .
				3	0	35	

147

extending from Tarmonbarry to Lough Tap.

Appendix A.

Schedule of Valuations.

Where situated. County. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £	s.	d.	Number of Award, Volume VI.
Roscommon. *Ballintubber.* Tarmonbarry.	Sir Ross Mahon, Bart. Catherine Macdermot.	18	17	6	1
”	”				
”	Sir Ross Mahon, Bart. Alexander Fallon.				
”	Sir Ross Mahon, Bart.				
”	Sir Ross Mahon, Bart. James Murtough.	50	18	4	2
”	Sir Ross Mahon, Bart. James Murtough.				
”	Sir Ross Mahon, Bart. Peter Farrell and P. Murtough.				
”	J. D. Nesbitt, Esq. J. Bennett, and others.				
”	J. D. Nesbitt, Esq. Owen Nevin.				
”	J. D. Nesbitt, Esq. Patrick Bennett.				
”	J. D. Nesbitt, Esq. Thomas Bourke.	103	5	6	3
”	J. D. Nesbitt, Esq. Thaddeus Kelly.				
”	J. D. Nesbitt, Esq. John Gannon.				
”	J. D. Nesbitt, Esq. Pat. M'Gowan, and others.				
Longford. *Longford.* Killashee.	Sir Robert Gunning, Bart. James Rock, Esq. Thomas Murtough.				
”	”	20	5	10	4
”	”				
”	Sir Robert Gunning, Bart. Thomas Scally and Christopher Bourke.				
”	”				
”	”				
”	”				
”	”				
”	”	70	0	3	5
”	”				
”	”				
”	”				
”	”				
”	”				

Part of the Fourth Division.—LONGFORD DISTRICT,

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Description of Property. Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A.	R.	P.	Mills and Houses.
A, S,	24	CLOONDRAH .	House Island, arable and pasture.	0	0	33	A cabin in tolerable repair.
„	25	„ . .	Garden Island, good arable land.	1	1	18	. . .
				1	2	11	
„	32 & 33	„ . .	Castle Island, good arable and pasture land.	1	3	3	A cabin in good repair.
A, T	6	„ . .	Callow land and pasture.	4	2	16	. . .
„	10	„ . .	Arable and pasture land.	1	0	34	. . .
„	11	„ .	Arable land.	0	0	23	. . .
„	12	„ . .	Wet pasture land.	1	2	6	. . .
„	13	„ . .	Callow meadow land.	10	2	2	. . .
„	14	„ . .	Callow land.	0	1	19	. . .
				13	3	4	
„	15	„ . .	Boggy pasture.	6	0	26	. . .
„	16	„ . .	Boggy pasture.	2	1	2	. . .
„	17	„ . .	Bad boggy arable.	0	3	24	A sod cabin.
„	18	„ . .	Bad boggy arable.	0	2	30	A sod cabin.
				10	0	2	
„	19	. .	Boggy pasture.	0	1	31	. . .
„	20 & 21	„ . .	Boggy pasture, reclaimable.	1	1	35	. . .
„	22	. .	Cut out pasturable bog.	2	3	32	. . .
„	23	„ . .	Cut out pasturable bog.	0	3	16	A cabin.
„	24	.	Bad boggy pasture.	1	3	16	. . .
„	25	„ . .	Pasturable and improveable cut out bog.	4	0	27	. . .
				11	1	6	
„	26	„ . .	Cut away bog, pasturable.	9	0	26	. . .
„	27	„ .	Part red bog, and part turf banks.	54	2	31	. . .
„	28	„ . .	Cut out bog, pasturable.	4	2	32	. . .
„	29	. .	Cut out pasturable bog, and turf banks.	2	2	0	. . .
				7	0	32	
„	30 & 30A,	„ . .	Part boggy, arable, and part cut away turf banks.	1	3	13	. . .

extending from TARMONBARRY to LOUGH TAP—(*continued*).

Appendix A.

Schedule of Valuations.

Where situated. COUNTY. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £	s.	d.	Number of Award, Volume VI.
LONGFORD. *Longford.* Killashee.	Sir Robert Gunning, Bart. Margaret Fallon.	36	18	4	6
”	”				
”	Sir Robert Gunning, Bart. Christopher Evers. Thos. and D. Hanley.	55	0	10	7
”	Sir Robert Gunning, Bart. William Fleming.	72	1	11	8
”	Sir Robert Gunning, Bart. Michael M'Donnell.	339	9	7	9
”	”				
”	”				
”	”				
”	”				
”	Sir Robert Gunning, Bart. John Murray.	158	4	2	10
”	”				
”	”				
”	”				
”	Sir Robert Gunning, Bart. Christopher Evers. Farrell, and others.	4	9	3	11
”	Sir Robert Gunning, Bart. Pat. Farrell.	59	2	5	12
”	”				
”	”				
”	”				
”	”				
”	Sir Robert Gunning, Bart. George Evers.	42	8	4	13
”	Sir Robert Gunning, Bart.	187	8	1	14
”	Sir Robert Gunning, Bart. James Rock, Esq. Scallys and others.	52	18	11	15
”	”				
”	Sir Robert Gunning, Bart. James Rock, Esq. Margaret Maguire.	20	8	10	16

Part of the Fourth Division.—LONGFORD DISTRICT,

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Description of Property.					
		Name of Townland.	Lands.				Mills and Houses.
			Description.	Quantity, Stat. Measure.			
				A.	R.	P.	
A, T,	31	CLOONDRAH .	Pasturablo, cut out turf banks.	2	0	3	. . .
,,	32	,, . .	Pasturable, cut out turf banks.	0	1	23	. . .
,,	33	,, . .	Boggy pasture.	0	2	4	. . .
,,	34	,, . .	Verge of red bog, pasturable.	3	3	15	. . .
,,	35	,, . .	Boggy pasture.	4	0	28	. . .
,,	36	,, . .	Good callow meadow land.	10	3	24	. . .
				21	3	17	
,,	37	CASTLE FORBES DEMESNE.	Good callow pasture land.	1	0	16	. . .
,,	1 A,	CLOONLAMON .	Meadow land, liable to flood.	0	0	20	. . .
A, U	1, 2, 3, 4, 5, 6.	KILBARRY .	Six small islands.	0	0	27	. . .
,,	7, 8, 9, 10, 11	CLOONEEN COX	Five small islands.	1	0	13	. . .
,,	12	CLOONFOUR .	Coarse sedgy island.	0	0	6	. . .
				1	1	6	
,,	13	CLOONFAD .	An island.	0	1	32	. . .
A, V	1	TOMISKA .	Bird Island, part good clay soil, part low and wet.	0	1	37	. . .
,,	2	CLOONAFILL .	Cloonafill Island, rich clay soil.	0	1	38	. . .
,,	3	NEW ROOSKEY .	Rabbit Island, very rich clay soil.	1	1	9	. . .
,,	4	,, . .	Meadow land.	1	2	29	. . .
,,	5	,, . .	Good meadow land.	0	2	38	. . .
,,	6	,, . .	Meadow land.	0	2	37	. . .
,,	7, 8, 9	GLEBE .	Good meadow land.	2	1	7	. . .
	10	ROOSKEY .	Good meadow land.	1	1	38	. . .
,,	13, 14, 15,	,, . .	Meadow and arable land.	7	0	29	. . .
,,	16	,, . .	Arable land, part garden.	0	0	29	Cabin.

extending from TARMONBARRY to LOUGH TAP—(*continued*).

Appendix A.

Schedule of Valuations.

Where situated. COUNTY. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award, Volume VI.
LONGFORD. *Longford.* Killashee.	Sir Robert Gunning, Bart. James Rock, Esq. Thomas Murtough, and others.		
"	"		
"	"	391 12 4	17
"	"		
"	"		
"	"		
LONGFORD. *Longford.* Clonguish.	Earl of Granard.	36 6 2	18
LONGFORD. *Longford.* Killashee.	Sir Robert Gunning, Bart. W. J. Darcy, Esq.	1 17 11	19
ROSCOMMON. *Ballintubber.* Tarmonbarry.	Samuel Galbraith, Esq. Pat Green.		
LONGFORD. *Longford.* Barnacoola.	Samuel Galbraith, Esq. Pat Green. Michael Diffley.	27 9 2	20
ROSCOMMON. *Ballintubber.* Tarmonbarry.	Samuel Galbraith, Esq. J. Farrell, and others.		
"	John Tredennick, Esq. James Egan.	7 0 0	21
LONGFORD. *Longford.* Barnacoola.	Sir M. Crofton, Bart. John Farrell.	7 7 5	22
ROSCOMMON. *Ballintubber.* Tarmonbarry.	John Tredennick, Esq. Hanley and Mitchell.	13 10 0	23
"	John Tredennick, Esq. Hanley, and others.	48 15 0	24
"	John Tredennick, Esq. Mary Hanley.	57 11 8	25
"	John Tredennick, Esq. Terence Shanly.	25 6 11	26
"	John Tredennick, Esq. Pat. Cox.	24 19 6	27
"	The See of Elphin. The Rev. E. B. Eyres.	85 10 0	28
"	John Tredennick, Esq.	58 0 0	29
"	John Tredennick, Esq. Michael Kelleher, and others.	245 19 2	30
"	John Tredennick, Esq. James Ford.	19 17 4	31

Appendix A.

Schedule of Valuations.

Part of the Fourth Division.—Longford District,

Letter of Plan.	Number of Lot on Plan.	Description of Property. Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
A, V	20	Rooskey .	Good clayey and gravelly land, being the Old Mill Plot.	0 2 6	An old mill and two houses under repair, with all other buildings on the lands described, together with old mill and tail race and rights of water.
„	24	„ . .	Arable and pasture land.	1 0 38	. . .
„	25 & 26	„ . .	Meadow land, subject to flood.	2 1 1	. . .
„	27	„ . .	Marshy meadow land.	0 2 5	. . .
„	28, 29, & 31	„ . .	Good arable and meadow land, attached to Rooskey Lodge.	9 0 37	. . .
„	30	„ . .	Callow meadow land.	2 3 31	. .
A W	1	Lavagh .	Sedgy callow land.	3 0 38	. . .
„	2	Rushport .	Low meadow land.	1 2 11	. . .
	3	„ . .	Callow pasture land.	0 1 13	. . .
	4	„ . .	Island, coarse meadow.	1 0 5	. . .
				2 3 29	
„		Upper Shannon Navigation.	All that portion of the River Shannon, with its Navigation, Side-cuts, Locks, Harbours, Lands, and all other premises appurtenant thereto, or rights connected therewith, transferred to the Board of Public Works, by the late Board of Inland Navigation, or now in the possession of said Board of Public Works.		

ABSTRACT.

Letter of Plan.	Name of the Place, and Description of the Work for which the Premises are required.	Description of Property.	Amount. £ s. d.
A, S,	Tarmonbarry—*Shoal* . .	Lands and two small houses .	355 6 7
A, T,	Cloondrah—*Proposed Canal* .	Lands and three small cabins .	1,366 7 11
A, U,	Clooneen Cox—*Shoal* . .	Lands	34 9 2
A, V,	Rooskey—*Canal and Shoal* . .	Lands and one cabin, £1,265 15 3 Old Mill . . . 310 0 0	1,575 15 3
A, W,	Carnadoe Water—*Improved Sailing Course*	Lands	98 0 2
	Upper Shannon Navigation, in possession of the Board of Public Works		0 1 0
	Total for Longford District, . . .		£3,430 0 1

extending from Tarmonbarry to Lough Tap—(*continued*).

Appendix A.

Schedule of Valuations.

Where situated. County. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award, Volume VI.
Roscommon. *Ballintubber.* Tarmonbarry.	John Tredennick, Esq. Mr. Francis Nesbitt.	310 0 0	32
"	John Tredennick, Esq. Daniel Hanly.	50 16 5	33
"	John Tredennick, Esq. Arthur M'Cann.	67 9 2	34
"	John Tredennick, Esq. John Nesbitt.	16 5 0	35
"	John Tredennick, Esq.	423 5 8	36
"	John Tredennick, Esq. Rev. William Moorhead.	121 2 0	37
Roscommon. *Ballintubber.* Kilglass.	William Hanly, Esq. Miss Mary Anne Hanly.	48 8 0	38
Roscommon. *Ballintubber.* Kilmore.	The Archbishop of Tuam. William M'Donald. John Feeny.	49 12 2	39
Counties of Roscommon, Westmeath, Longford, and Leitrim.	. . . .	0 1 0	40

J. F. Burgoyne,
Harry D. Jones,
Brook T. Ottley,
} *Commissioners.*

Longford, 11th January, 1839.

Part of the Fourth and the Fifth Division.—Carrick-on-Shannon District, extending from including the

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Description of Property. Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
A,X	I.	Cultycunway	Portion of Kilbride Deer Park, on West side of Jamestown Canal.	0 2 39	. . .
"	II.	" .	Meadow near Deer Park, on site of old quarry.	0 2 2	. . .
"	III.	Ardnaffron .	Low bottom meadow, subject to floods.	2 2 11	. . .
"	IV.	" .	Good arable land.	0 2 37	. . .
"	V. & VII. B.	" .	Good arable land.	1 3 18	. . .
"	VI.	" .	Good arable land.	0 2 10	. . .
"	VII. A	" .	Improveable arable land.	0 3 18	. . .
"	VIII.	" .	Bad arable land, from cut away bog.	1 0 26	. . .
"	IX.	"	Cut away bog and turf banks.	0 3 19	. . .
	XV.	Lackagh		0 2 11	. . .
				1 1 30	
"	X.	" . .	Moory arable land.	0 1 7	. . .
"	XI.	" . .	Moory arable land.	0 1 14	. . .
"	XII.	" . .	Moory arable land.	0 2 12	. . .
"	XIII.	" . .	Moory pasture land.	0 3 22	. . .
"	XIV.	" . .	Good arable and pasture.	1 1 5	. . .
				3 1 20	
"	XVI.	" . .	Moory arable land.	0 1 1	Stone wall cabin in tolerable repair, lately thatched.
"	XVII.	" . .	Moory arable land.	0 3 16	Do. do.
				1 0 17	
"	XVIII.	Corlara .	Moory arable land.	0 1 39	. . .
"	XIX.	" . .	Moory arable and pasture, with some meadow.	3 3 35	. . .
				4 1 34	
"	XX.	" . .	Good moory arable land.	0 0 13	. . .

Lough Nanogue, at the Southern Extremity of the Jamestown Canal, to Lough Allen, and Boyle Water.

Where situated. County. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests.	Number of Award. Volume VI.
Roscommon. *Ballintubber.* Kilmore.	Sir G. King, Bart.	15 18 8	1
"	Sir G. King, Bart. Peirce Simpson, Esq. Doctor Dunne.	17 0 7	2
"	Sir G. King, Bart. Pat. Waters and Anne M'Partland.	53 9 10	3
"	Sir G. King, Bart. Widow Clarke.	22 10 0	4
"	Sir G. King, Bart. Pat. Hanly.	55 7 2	5
"	Sir G. King, Bart. Patrick Morahaun and Patrick M'Loughlin.	17 3 9	6
"	Sir G. King, Bart. Thomas and Charles Farmer.	19 16 3	7
"	Sir G. King, Bart. Pierce Simpson, Esq.* Andrew Beirne.	13 18 3	8
"	Sir G. King, Bart.	13 8 4	9
" " " " "	Sir G. King, Bart. Thomas and Charles Farmer. Michael Hoban. Widow Hanley. Michael Hanley.	72 0 11	10
" "	Sir G. King, Bart. John Bood. Patrick Farmer.	29 15 2	11
" "	Marquess of Westmeath. Marquess of Westmeath. Pat. Cox. Peter Cox.	89 7 6	12
"	Sir G. King, Bart. H. Hogg. J. M'Keon.	1 17 9	13

* Mr. Simpson claims to hold this by Lease, which is disputed by Sir G. King.

Part of the Fourth and the Fifth Division.—Carrick-on-Shannon District, extending from including the

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
A,X,	XXI.	Cartron-King	Very good moory arable land.	0 1 23	. . .
"	XXII.	" .	Moory rushy pasture land.	3 1 37	. . .
"	XXIV.	" . .	Moory rushy bottom pasture.	1 2 30	. . .
				5 2 10	
"	XXIII.	" . .	A lake, called the Black Lough.	2 0 1	. . .
"	XXV.	Corry . .	Part good arable, part meadow.	0 3 5	. . .
"	XXVI.	" . .	Part arable, part meadow.	1 1 26	. . .
"	XXVII.	" . .	Arable and pasture land.	0 2 20	. . .
"	XXVIII	" . .	Part of garden, arable land.	0 1 29	. . .
"	XXIX.	" . .	Mixed arable and pasture.	0 2 33	. . .
"	XXX.	" . .	Pasture and coarse meadow land, subject to floods.	0 1 19	. . .
"	XXXI.	" . .	Rushy bottom land, part subject to flood.	2 2 2	. . .
"	XXXII.	Moyglass .	Coarse meadow and pasture land, subject to flood.	2 0 15	. . .
"	XXXIII	Cloonteem .	Part of Demesne, part wet pasture land planted, part good upland, part green bottom and boggy pasture.	2 0 14	. . .
"	XXXIV	" . .	Moory arable and pasture land, and part coarse meadow.	4 2 32	. . .
				15 2 35	
A,Y,	I.	Tully . .	Good arable and pasture land.	1 0 32	. . .
"	II.	Tully & Jamestown	Gravelly shore of river.	0 3 12	. . .
				2 0 4	
"	III. IV.	Jamestown .	Site of the mill, gravelly and rocky land, part yard, part planted.	0 3 12	The mill, kiln, and shed, with all the machinery and fixtures therein, together with the dam, walls, sluices, fishing weirs, and other erections in the bed of the "Shannon" appurtenant to said mill, together with all right of water, and other rights or franchises whatsoever belonging to said mill, or the lots of ground herein described.

Lough Nanogue, at the Southern Extremity of the Jamestown Canal, to Lough Allen, and Boyle Water—(*continued*).

Appendix A.

Schedule of Valuations.

Where situated. County. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award, Volume VI.
Roscommon. *Ballintubber.* Kilmore.	Sir G. King, Bart. Gilbert Hogg, Esq. Thomas Hanly.		
"	Sir G. King, Bart.* Gilbert Hogg, esq.	110 2 5	14
"	"		
"	"†	0 1 0	15
"	Marquess of Westmeath. Widow Donnelly.		
"	Marquess of Westmeath.		
"	"		
"	Marquess of Westmeath. Widow Beirne.		
"	Marquess of Westmeath.		
"	"	240 6 4	16
"	Marquess of Westmeath.‡ Gilbert Hogg, Esq.		
"	Marquess of Westmeath.		
"	"		
"	"		
Leitrim. *Leitrim.* Kiltoghert.	Francis O'Beirne, Esq. Owen Horan.	37 11 2	17
"	"		
"	The See of Tuam. Sir Gilbert King, Bart. Hugh and Gerald Walsh, Esqrs.	2,858 11 11	18

* The Marquess of Westmeath claims to be proprietor in fee of lots 22 and 24; this is disputed by Sir G. King, whose tenant, Mr. Hogg, is now in possession.

† This is also claimed by the Marquess of Westmeath, and disputed as above.

‡ This Award includes the value of the timber growing on the Lots here described.

Appendix A.

Schedule of Valuations.

Part of the Fourth and the Fifth Division.—CARRICK-ON-SHANNON DISTRICT, extending from including the

Letter of Plan.	Number of Lot on Plan.	Name of Townland.	Lands: Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
A, Y,	V.	CHARLESTOWN DEMESNE	Moory bottom land, part planted	1 3 39	. . .
A, Z,	I.	CULTYCUNWAY	Two islands, called Doyle's Islands, producing sedgy coarse grass.	0 0 21	. . .
	II.	"		0 1 3	. . .
				0 1 24	
			Two islands, called Grose's Islands.		
B, A,	I.	ATTIRORY	An island, part rich loam, part low and wet.	0 0 22	. . .
	II.	"	An island, alluvial soil, coarse sedgy produce, subject to floods.	0 0 14	. . .
				0 0 36	
B, B,	I.	CARRICK ON-SHANNON TOWN PARKS.	Low callow land, adjoining the Harbour.	1 1 37	. . .
"	II.	"	A portion of garden next Harbour.	196 sq. yds.	. . .
"	III.	"	A portion of garden next Harbour.	73 sq. yds.	. . .
"	IV.	"	A portion of garden and small office.	187 sq. yds.	. . .
"	V.	"	A portion of garden next Harbour.	159 sq. yds.	. . .
"	VI. & X.	"	Part waste gravel shore, part road, part site of old cabins, and good arable land.	0 2 20	A cabin and out-office in ruins.
"	VII.	"		625 sq. feet.	A thatched cabin in bad repair; no yard nor garden.
"	VIII.	"		625 do.	A thatched cabin, part used as a cooper's shop—in bad repair; no yard nor garden.
"	IX.	"		575 do.	A thatched smithy, in bad repair; no yard nor garden.
				1825 sq. feet.	
"	XI.	"	Part a gravelly shore, part Island.	0 0 34	. . .
B, C,	I.	ANNAGHBEG	Good pasture land, part subject to flood.	1 2 26	. . .

Lough Nanogue, at the Southern Extremity of the Jamestown Canal, to Lough Allen, and Boyle Water—(*continued*).

Appendix A.

Schedule of Valuations.

Where situated. County. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award. Volume VI.
Roscommon. *Ballintubber.* Kilmore.	Sir G. King, Bart.*	102 13 8	19
"	Sir G. King, Bart.	6 6 8	20
"	"		
Leitrim. *Leitrim.* Kiltoghert.	C. M. St. George, Esq.† David Byrne. Charles Grose.	3 19 10	21
"	"		
"	C. M. St. George, Esq.‡ Captain Cox.	0 1 0	22
"	Charles M. St. George, Esq. Mrs. Clifford.	81 1 0	23
"	C. M. St. George, Esq. Bernard M'Garry, Captain Bertridge.	27 1 0	24
"	C. M. St. George, Esq. Bernard M'Garry. Henry Corbett.	72 1 0	25
"	C. M. St. George, Esq. Joseph Backhouse. Elizabeth Backhouse.	63 1 0	26
"	C. M. St. George, Esq.§	0 1 0	27
"	Charles M. St. George, Esq. R. P. Graham, Esq.‖ Thomas Healy. M. Higgins. John Boyle.	129 19 9	28
"	C. M. St. George, Esq. Charles Peyton, Esq. Robert Jones.	3 19 0	29
Roscommon. *Boyle.* Tumna.	Hugh Barton, Esq. G. and H. Walsh, Esqrs. Fitzpatrick and Armstrong.	39 12 7	30

* This Award includes the value of the timber growing on the lot here described.
† The Proprietor in fee makes a free gift of his interest.
‡ The Proprietor makes a free gift of the premises required.
§ The Proprietor makes a free gift of the premises required.
‖ Mr. Andrew Baker claims an interest in these premises.

Part of the Fourth and the Fifth Division.—Carrick-on-Shannon District, extending from including the

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
B,D	I.	Drumheirny .	Rushy pasture land.	9 0 17	. . .
,,	Part of II.	Leitrim . .	Very good meadow land.	0 3 30	. . .
,,	Part of II. & III.	,, . .	Good meadow land.	0 3 26	. .
,,	Rem. of III.	,, . .	Good meadow land.	0 3 20	. . .
,,	IV.	,, . .	Good meadow land.	1 1 28	. . .
,,	V.	,, . .	Good meadow land.	0 3 20	. . .
,,	VI.	,, . .	Good meadow land.	0 3 7	. . .
,,	VII.	,, . .	Good pasture and meadow land.	0 2 6	. . .
				15 1 34	
,,	VIII.	Cloonfad .	Rushy pasture land.	1 0 2	. . .
,,	IX. A	,, . .	Good meadow land.	4 3 21	. . .
,,	IX. B	,, . .	Imperfectly reclaimed bog, and a stripe of recently reclaimed moor.	1 3 32	. . .
,,	X.	,, . .	Very good meadow land.	1 1 9	. . .
,,	XI.	,, . .	Mixed pasture land, part subject to flood.	4 3 30	. . .
				8 0 31	
B,G	I. A	Aughafin .	Good pasture, small Island included.	0 0 23	. . .
,,	I. B	,, . .	Good arable land.	0 3 10	. . .
,,	II. Islands Nos. 1, 2, 3, 4, and Wooded part of No. 5,	,, . .	Islands, good pasture land, part planted.	0 3 29	. . .
,,	Remainder of Island No. 5.	,, . .	Good meadow land.	1 3 38	. . .
,,	III. Islands Nos. 6, 7, & 8,	Derrynadoey .	Islands, pasture land, planted.	0 0 39	. . .
,,	Islands Nos. 9 & 10,	,, . .	Islands, low marshy land.	0 3 30	. . .
,,	A & B	,, . .	Low pasture land, subject to flood.	0 2 26	. . .
				5 2 35	

LOUGH NANOGUE, at the Southern Extremity of the JAMESTOWN CANAL, to LOUGH ALLEN, and BOYLE WATER—(*continued.*)

Appendix A.

Schedule of Valuations.

Where situated. COUNTY. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award, Volume VI.
LEITRIM. *Leitrim.* Kiltoghert.	Peter D. Latouche, Esq.		
"	P. D. Latouche, Esq. John Kean.		
"	P. D. Latouche, Esq. J. M'Guire, jun.		
"	P. D. Latouche, Esq. J. M'Guire, jun.	372 17 1	31
"	P. D. Latouche, Esq. John Vaugh.		
"	P. D. Latouche, Esq. J. M'Guire, sen.		
"	P. D. Latouche, Esq. J. M'Guire, jun.		
"	P. D. Latouche, Esq. James Gray.		
ROSCOMMON. *Boyle.* Tumna.	H. Barton, Esq. G. and H. Walsh, Esqrs. M. M'Garry.	20 8 4	32
"	Hugh Barton, Esq. G. and H. Walsh, Esqrs. James Moran.	116 13 0	33
"	Hugh Barton, Esq. G. and H. Walsh, Esqrs. Patrick Barry.		
"	"	213 8 9	34
"	"		
ROSCOMMON. *Boyle.* Kilronan	Myles J. O'Reily, Esq. Mat. O'Connor, Esq., Jas. M'Tiernan, Esq.		
"	"		
"	"		
"	"	154 0 1*	35
"	"		
"	"		
"	"		

* This Award includes the value of the timber growing on these Lots.

Appendix A.

Schedule of Valuations.

Part of the Fourth and the Fifth Division.—Carrick-on-Shannon District, extending from including the

Letter of Plan.	Number of Lot on Plan.	Description of Property. — Name of Townland.	Lands. — Description.	Lands. — Quantity, Stat. Measure.	Mills and Houses.
				A. R. P.	
B,G	IV. A & B	Mahawnagh .	Part low marshy land, part rushy and sedgy pasture land.	2 0 29	. . .
"	Islands Nos. 11, 12, & 13,	" . .	Islands, good pasture land.	0 0 8	. . .
"	IV. C	" . .	Rich meadow and arable land.	0 1 23½	. . .
				2 2 20½	
"	V. Islands Nos. 14,15,16, & 17,	" . .	Islands, shrubby pasture land.	0 0 37	. . .
"	Remain of No. V.	" . .	Verge of river in meadow.	0 0 14	. . .
				0 1 11	
B,I	I. A	Mount Allen .	Very good pasture and meadow land.	0 2 23	. . .
	I. B	" . .	Deep red bog.	1 2 30	. . .
"	II.	" . .	Road and river verge.	0 1 18	. . .
"	III.	Mount Allen Derrynadoey	Old canal, pasture.	2 1 28	. . .
"	IV. A	" . .	Arable and pasture land.	0 2 4	. . .
"	IV. B	" . .	Deep bog.	1 3 25	. . .
"	V.	Aughafin .	Good arable and pasture.	0 1 31	. . .
				7 3 39	
B.I.	I.	Carricknabrack	Site of old Iron Works, pasture land.	0 3 2	. . .
"	II.	" . .	Meadow land, subject to flood.	1 3 15	. . .
				2 2 17	
					THE BOYLE
				A. R. P.	
B,J,	I. A	Tobberatervan	Rocky, gravelly verge of river.	0 1 23	. . .
"	I. B	" . .	Pasture land, subject to flood.	1 3 20	. . .
				2 1 3	
"	II.	Knocknacarrow	Strand, and inferior pasture land.	0 2 38	. . .
"	"	" . .	Island. Sedgy pasture land, subject to flood.	0 2 26	. . .
				1 1 24	
"	III.	Cloonacarrow	Island. Coarse pasture land, subject to flood.	0 0 18	. . .
"	"	" . .	Strand.	0 1 31	. . .
				0 2 9	

LOUGH NANOGUE, at the Southern Extremity of the JAMESTOWN CANAL, to LOUGH ALLEN, and BOYLE WATER—(*continued*).

Where situated. COUNTY. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £	s.	d.	Number of Award. Volume VI.
LEITRIM. *Leitrim.* Kiltoghert.	Tobias Burchill, Esq. Alexander Kane.	51	12	1	36
"	"				
"	"				
"	Tobias Burchill, Esq. James Keon.	6	17	5	37
"	"				
ROSCOMMON. *Boyle.* Kilronan.	Myles O'Reily, Esq. Mat. O'Connor, and James M'Tiernan, Esq.	77	12	8*	38
"	"				
"	"				
"	Myles O'Reily, Esq. Mat. O'Connor, Esq. James M'Tiernan, Esq. Michael Cooney.				
"	"				
"	Myles O'Reily, Esq. James M'Tiernan, Esq.				
LEITRIM. *Leitrim.* Kiltoghert.	Lord Duncannon. George Cowan.	55	13	2	39
"	Lord Duncannon. Owen Doyle.				

WATER.

		£	s.	d.	
ROSCOMMON. *Boyle.* Tumna.	M. M'Causland, Esq. Charles J. Peyton, Esq.	35	6	2	40
	"				
ROSCOMMON. *Boyle.* Ardcarn.	Reverend Thomas Gough. William Molloy, Esq.	17	5	2	41
"	"				
ROSCOMMON. *Boyle.* Tumna.	Hugh Barton, Esq. William Molloy, Esq. James Reynolds	4	1	1	42
"	"				

* This Award includes the value of the timber growing on these Lots.

Appendix A.—Schedule of Valuations.

Part of the Fourth and the Fifth Division.—CARRICK-ON-SHANNON DISTRICT, extending from including the

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
B, J,	IV. A	CLOONACARROW	Gravelly verge of river, very little pasture.	0 1 14	. . .
"	IV. B	" . .	Meadow and pasture land, subject to flood.	1 1 35	. . .
"	IV. C	" . .	Meadow and pasture, lies low.	0 0 19	. . .
				1 3 28	
"	V.	" . .	Part pasture, part bare rock.	0 1 24	. . .
B, K,	I.	" . .	Meadow, subject to flood.	1 1 4	. . .
B, L,	I.	CLEGNA . .	Bare lime stone rock, and gravelly verge.	0 3 27	. . .
"	II.	COOTEHALL .	Arable pasture, and bare rock.	0 1 13	. . .
"	III.	" . .	A pound, built of dry stone walls.	0 0 12	. . .
"	IV.	" . .	Limestone rock, and a little pasture.	0 3 26	. . .
				2 0 38	
"	V.	CULMORE .	Gravel beach and pasture land.	0 2 10	. . .
"	VI.	" . .	Strand, with a little pasture.	0 2 13	. . .
				1 0 23	
B, M	I.	OAKPORT .	Meadow and pasture land, part planted.	1 0 0	. . .
"	II.	KNOCKADAFF .	Island planted; poor pasture.	0 0 7	. . .
B, N	I. A	KILTEASHEEN .	Gravelly rocky strand.	0 2 21	. . .
"	I. B	" . .	Coarse pasture land on side of Lake.	1 3 8	. . .
"	I. C	" . .	An island, called Sallow Island.	0 0 26	. . .
"	I. D	" . .	Pasture verge, with timber in places.	0 1 35	. . .
"	I. E	" . .	Pasture land, subject to floods.	0 1 12	. . .
"	II. A	" . .	Good arable and meadow land.	1 1 12	. . .
"	II. B	" . .	Poor pasture land, verge of river.	0 0 5	. . .
				4 2 39	

LOUGH NANOGUE, at the Southern Extremity of the JAMESTOWN CANAL, to LOUGH ALLEN, and BOYLE WATER—(*continued*).

Where situated. COUNTY. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award, Volume VI.
ROSCOMMON. *Boyle.* Tumna.	H. Barton, Esq. W. Molloy, Esq. John Brady	42 2 11	43
"	"		
"	"		
"	H. Barton, Esq. W. Molloy, Esq. Hugh Oates,	4 12 7	44
"	Hugh Barton, Esq. William Molloy, Esq. John Adams, and others.	31 2 1	45
ROSCOMMON. *Boyle.* Ardcarn.	Hugh Barton, Esq. William Molloy, Esq. E. Patterson.	5 13 5	46
ROSCOMMON. *Boyle.* Tumna.	Hugh Barton, Esq. W. Molloy, Esq. Patrick Brennan.		
"	"		
"	Hugh Barton, Esq. Hugh Murray.		
ROSCOMMON. *Boyle.* Ardcarn.	Rev. Thomas Gough. William Molloy, Esq.	3 16 10	47
"	Rev. Thomas Gough. William Molloy, Esq.		
"	Rev. Thomas Gough. W. Molloy, Esq.	24 10 10*	48
"	The See of Elphin. Very Rev. Dean French.† Thomas Taughren.	1 12 8	49
ROSCOMMON. *Boyle.* Kilbryan.	See of Elphin. Very Rev. Dean French. Tobias Peyton, Esq.	100 19 9‡	50
"	"		
"	"		
"	"		
"	"		
"	See of Elphin. Very Rev. Dean French. Tobiás Peyton, Esq. L. Regan.		
"	"		

* This Award includes the value of the timber growing on this Lot.
† Mr. Molloy claims this Island. This Award includes the value of the timber growing on this Lot.
‡ This Award includes the value of the timber growing on the Lots.

Part of the Fourth and the Fifth Division.—Carrick-on-Shannon District, extending from including the

Appendix A.

Schedule of Valuations.

Letter of Plan.	Number of Lot on Plan.	Description of Property. Name of Townland.	Lands. Description.	Quantity, Stat. Measure. A. R. P.	Mills and Houses.
B.N	III. A	Kilteasheen	A good potato garden.	0 2 17	A thatched stone-wall house.
,,	III. B	,, . .	Good meadow land, part subject to floods.	0 1 28	. . .
,,	IV.	Knockadaff .	Meadow and upland.	1 0 33	. . .
,,	IV. B	,, . .	Island; good pasture land.	0 0 25	. .
				2 1 23	
,,	V. A	,, . .	Good meadow land.	0 1 19	. . .
,,	V. B	,, . .	Good pasture land, but neglected.	0 1 30	. . .
,,	V. C	,, . .	Shrubby island, subject to flood.	0 1 9	. . .
,,	VI. A	,, . .	Coarse meadow.	0 2 9	. . .
,,	VI. B	,, . .	Shrubby island, subject to flood.	0 0 18	. . .
				1 3 5	
,,	VII. A	Knockvicar .	Meadow land and verge of river.	0 1 10	. . .
,,	B	,, . .	Low meadow land, subject to flood.	0 3 38	. . .
,,	C	,, . .	Island, produces reeds and sedge, part planted.	0 1 12	. . .
,,	D	,, . .	Pasture land, covered with shrubs.	0 0 11	. . .
,,	E	,, . .	Island, meadow land, subject to flood, part planted.	4 0 37	. . .
,,	F	,, . .	Pasture land, planted.	1 0 15	. . .
,,	G	,, . .	Coarse meadow and pasture, verge of river.	0 2 37	. . .
,,	H	,, . .	Bare rock, with some pasture.	0 1 25	. . .
				8 0 25	

Appendix A.

Schedule of Valuations.

Lough Nanogue, at the Southern Extremity of the Jamestown Canal, to Lough Allen, and Boyle Water—(*continued*).

Where situated. County. *Barony.* Parish.	Names of Reputed Owners. Proprietors. Lessees. Tenants.	Total Amount Awarded to compensate all Interests. £ s. d.	Number of Award, Volume VI.
Roscommon. *Boyle.* Kilbryan.	See of Elphin. Very Rev. Dean French. John Bushell.		
"	"		
Roscommon. *Boyle.* Ardcarn.	"	99 10 8	51
"	"		
"	See of Elphin. Very Rev. Dean French. Darby Carty.		
"	"		
"	"	49 17 2	52
"	See of Elphin. Very Rev. Dean French. Charles Molloy.		
"	"		
"	Francis O'Beirne, Esq. Charles Peyton, Esq.		
"	"		
"	"		
"	"	584 3 11*	53
"	"		
"	"		
"	"		
"	"		

* The Lots here described lie adjacent to the residence of Mr. Peyton. The value of the timber growing on these Lots is also included.

Appendix A.

Schedule of Valuations.

Part of the Fourth and Fifth Division.—CARRICK-ON-SHANNON DISTRICT, extending from LOUGH NANOGUE, at the Southern Extremity of the JAMESTOWN CANAL, to LOUGH ALLEN, and including the BOYLE WATER.

ABSTRACT.

Letter of Plan.	Name of the Place, and Description of the Work for which the Premises are required.	Description of Property.	Amount. £	s.	d.
A, X,	JAMESTOWN—*Canal* . . .	Lands, two cabins, and some timber	772	3	11
A, Y,	JAMESTOWN—*Mill and Weirs* .	Lands, mill, &c. . . .	2,998	16	9
A, Z,	DOYLE'S ISLANDS—*Shoal* . .	Lands	6	6	8
B, A,	GROSE'S ISLANDS—*Shoal* . .	Lands	3	19	10
B, B,	CARRICK-ON-SHANNON,—*Shoal, Swivel Bridge, and Harbour* .	Lands and houses . . .	377	4	9
B, C,	PORT—*Shoal*	Lands	39	12	7
B, D,	LEITRIM—*Shoal and Harbour* .	Lands	723	7	2
B, G,	BEALANTRA—*Shoal and Regulating Weir*	Lands and timber . .	212	9	7
B, H,	ARRIGNA RIVER—*Cut at Mount Allen*	Lands and timber . .	77	12	8
B, I,	DRUMSHANBO—*Harbour, at Head of Lough Allen Canal* . .	Lands	55	13	2
	THE BOYLE WATER.				
B, J,	ANNALECKY AND THE DOCTOR'S WEIR—*Shoals*	Lands	103	7	11
B, K,	CLOONACARROW—*Proposd Altered Sailing Course* . . .	Lands	31	2	1
B, L,	COOTEHALL—*Shoal and Bridge* .	Lands	9	10	3
B, M,	OXHILL ISLAND—*Shoal* . .	Lands and timber . . .	26	3	6
B, N,	KNOCKVICAR—*Shoal, Lock and Regulating Weir* . . .	Lands, house, and timber . .	834	11	6
	Total for Carrick-on-Shannon District, ...		£6,272	2	4

J. F. BURGOYNE,
HARRY D. JONES,
BROOK T. OTTLEY, } *Commissioners.*

Carrick-on-Shannon, January 12th, 1839.

Appendix A.

Abstract of Awards.

ABSTRACT OF AWARDS,

Showing the Amount of Compensation Awarded for each Description of Property in the different Divisions of the River Shannon, referred to in the Fourth Report.

	Amount.			Total Amount.		
Fourth Division.						
Tarmonbarry to Leitrim, (inclusive.)	£	s.	d.	£	s.	d.
Land	4,954	18	11			
Mills	3,168	11	11			
Houses	129	19	9			
Total Fourth Division	-	-	-	8,253	10	7
Fifth Division.						
Leitrim to Lough Allen.						
Land	345	15	5			
Total Fifth Division	-	-	-	345	15	5
Tributaries.						
Carnadoe Waters.						
Land	98	0	2			
The Boyle Water.						
Land and timber	1,004	15	3			
Total of Tributaries	-	-	-	1,102	15	5
Upper Shannon Navigation in possession of the Board of Public Works	-	-	-	0	1	0
Total,	-	-	-	9,702	2	5

Dublin, 28th February, 1839.

J. F. Burgoyne,
Harry D. Jones,
Brook T. Ottley,
} *Commissioners.*

Estimate of Value of Lands, &c.

Estimate of the probable ultimate Value to the Public of the several Lands, Mill Sites, &c., to be acquired by the Awards detailed in this Report.

Description of Property.	Where situated.	Observations.	Estimated Gross Value.		
		LONGFORD DISTRICT.	£	s.	d.
Land.	Cloondrah, Rooskey, and Carnadoe Bridge.	Portions of the lands taken in this District are proposed to be cut away, and therefore no revenue can result; the remainder is required for the purpose of spreading spoil upon, and will still be valuable—part much more so than in its present state, as sites for Stores, and necessary appendages to Lock-keepers' Houses, Mills, &c. However, taken at a proportion of its present value as agricultural land, it amounts to - - -	1,430	1	3
Mill sites.	Rooskey.	The value of these will be considerable; there will be excellent Mill sites near the proposed Lock, with an abundant supply of water. At a low valuation, they may be estimated at £60 per annum, which, taken at twenty years' purchase, amounts to - - -	1,200	0	0
		Note.—The value of the Mill sites at Tarmonbarry is included in the Third Report.			
		CARRICK-ON-SHANNON DISTRICT.			
Land.	Jamestown Canal to Lough Allen.	Small portions of the lands taken in this District are proposed to be cut away, and therefore no revenue can result; the remainder is required to spread the spoil upon, and will still be valuable; part as agricultural land, and part as sites for Stores, &c. The estimated value of these portions amounts to - - - - -	919	19	1
Mill sites.	Jamestown.	The value of these will be very considerable, and increase with the demand, as there is an abundant supply of water, and a fall of about 6 feet 2 inches; at a moderate valuation, it may be estimated at £100 per annum, which, at twenty years' purchase, amounts to - -	2,000	0	0
		Value of old materials—say, - - - - - -	200	0	0
		Note.—The value of the other Mill sites in this District, and on the Boyle Water, is included in the Third Report.			
		THE BOYLE WATER.			
Land.	Annalecky to Knockvicar.	A considerable portion of the lands required here are proposed to be cut away; the remainder, including the value of the timber growing thereon, will be worth -	392	14	10
		Total, - - - - - -	£6,142	15	2

Appendix A.

General Abstract of Awards.

GENERAL ABSTRACT,

Showing the Total Amount Awarded by the Commissioners for the several Descriptions of Property required to be Purchased for the Improvement of the River Shannon.

(Awards detailed in the Third and Fifth Reports.)

Description of Property.	Amount.			Total Amount.		
	£	s.	d.	£	s.	d.
Eel-Weirs...Second Division	5,663	2	11			
" Third ditto	8,274	15	7			
" Fourth ditto	1,717	9	2			
" Fifth ditto	307	3	9			
" Tributaries (Boyle Water)	95	6	8			
Total Amount for Eel-Weirs	-	-	-	16,057	18	1
Lands.........First Division	67	5	5			
" Second ditto	574	17	9			
" Third ditto	5,883	17	7			
" Fourth ditto	4,954	18	11			
" Fifth ditto	345	15	5			
" Tributaries	1,102	15	5			
Total Amount for Lands	-	-	-	12,929	10	6
Mills..........Third Division	20,054	9	11			
" Fourth ditto	3,489	18	7			
" Fifth ditto	144	0	0			
" Tributaries	340	0	0			
Total Amount for Mills	-	-	-	24,028	8	6
Houses.......Second Division	83	6	8			
" Third ditto	8,591	18	11			
" Fourth ditto	129	19	9			
Total Amount for Houses	-	-	-	8,805	5	4
Limerick Navigation Company's property, (Award subject to reduction according to the state of the Debts at time of payment)	-	-	-	12,227	18	7
Grand Canal Company's property on the Shannon	-	-	-	5	0	0
Upper Shannon Navigation, in possession of the Board of Public Works	-	-	-	0	1	0
				£74,054	2	0

J. F. Burgoyne,
Harry D. Jones,
Richard Griffith,
Brook T. Ottley,
} *Commissioners.*

Dublin, 28*th February,* 1839.

Appendix A.

Abstract of Estimates in Thi[rd] and Fifth Report[s]

GENERAL ABSTRACT

Of the Estimates, contained in the Third and Fifth Reports, showing the probable ultimate Value to the Public of the several Lands, Houses, Mills, &c., the present Value of which has been Awarded by the Commissioners.

Description of Property.	Amount. £	s.	d.	Total Amount. £	s.	d.
Lands......Limerick District - - - - -	410	17	11			
„ Banagher ditto - - - - -	3,666	15	4			
„ Athlone ditto - - - - -	1,013	0	0			
„ Longford ditto, including the Carnadoe Waters - - - - - -	1,507	8	9			
„ Carrick-on-Shannon District, including the Boyle Waters - - - -	1,312	13	11			
Total for Lands - - - -	-	-	-	7,910	15	11
Houses.....Athlone District - - - - -	-	-	-	2,800	0	0
Mills and Mill Sites...Limerick District - - -	4,000	0	0			
„ Banagher ditto - - -	5,450	0	0			
„ Athlone ditto - - -	12,000	0	0			
„ Longford ditto - - -	3,200	0	0			
„ Carrick-on-Shannon ditto - -	3,000	0	0			
Total Amount for Mills and Mill Sites	-	-	-	27,650	0	0
Limerick Navigation - - - - - - - - - -				12,227	18	7
Old Materials of Mills and Buildings - - - - - -				700	0	0
Total, - - - - - -				£51,288	14	6

Note.—The probable Value of the Eel Fishery of the proposed Regulating Weirs, &c., would be as follows, (but is not included in the above) :—

	£	s.	d.
Limerick District - - - -	2,500	0	0
Banagher ditto - - - - -	2,166	13	4
Athlone ditto - - - - -	2,166	13	4
Longford ditto - - - - -	833	6	8
Carrick-on-Shannon ditto - - -	500	0	0
	£8,166	13	4

J. F. Burgoyne,
Harry D. Jones,
Richard Griffith,
} *Commissioners.*

Dublin, 28*th February*, 1839.

Appendix A.

List of Plans lodged pursuant to Act, 5 & 6 Wm. IV., c. 67.

LIST of the PLANS prepared agreeable to the Act 5th and 6th WILLIAM IV., cap. 67, showing the LANDS, EEL WEIRS, MILLS, and other PREMISES, required to be taken for the proposed Improvements, Copies of which were lodged as the Act directs.

No. of Vol.	Name of Town in which Commissioners held their Court and declared the Awards.	Letter or No. of Plan.	Name of Place where the Property delineated on the Plan is situated.	Description of Property.	Schedule of Awards which have reference to the Plans. No. of Report	Schedule of Awards which have reference to the Plans. Page No.
1	LIMERICK.	A	Plassey and Gurraun.	Salmon & Eel Weirs.	3rd	14
,,	,,	B	Mount Daniel and Castle Troy.	Eel Weirs.	,,	14
,,	,,	C	New Garden and Angler's Lodge.	Eel Weirs.	,,	14
,,	,,	D	Landscape.	Eel Weir.	,,	14
,,	,,	E	Faulbawn and Faulgariff.	Eel Weirs.	,,	14
,,	,,	F	Castleconnell.	Eel Weirs.	,,	14
,,	,,	G	World's End and Errina.	Eel Weirs.	,,	14 & 16
,,	,,	H	Parteen and Ardcloony.	Eel Weirs.	,,	16
,,	,,	I	Cussaan.	Eel Weirs.	,,	16
,,	,,	K	The Moyse and Fort Henry.	Eel Weirs.	,,	16 & 18
,,	,,	L	Fylaan.	Eel Weirs.	,,	16
,,	,,	M	Killaloe (below the Bridge.)	Eel Weirs.	,,	16
,,	,,	N	Killaloe (above the Bridge.)	Eel Weirs.	,,	16 & 18
,,	,,	9	Killaloe.	Lands.	,,	18
,,	,,	10	Cloonfadda, Nest Island, Fort Henry, and Bird Hill.	Lands.	,,	16
,,	,,	11	Ardcloony Island.	Lands. }*	,,	20
,,	,,	12	Parteen Rapid.	Lands. }	,,	20
,,	,,	13	River Fergus, at Clare.	Land.	,,	12
,,	,,	A, A	Lower Shannon, Adare, and Askeaton.	Lands.	,,	12
,,	,,	B,O,	Gillogue Lock.	Lands and Quarry.	,,	14
,,	,,	15	Arthur's Ferry.	Lands.	,,	12 & 14
,,	,,	14	World's End, near Castleconnell.	Lands.	,,	16 & 20
,,	,,	,,	Tarbert Island.	Lands.	,,	12
2	BANAGHER.	7	Banagher.	Lands, mill site, and right of water for mill.	3rd	26 & 28
,,	,,	8	Meelick, Keelogue, Cloonahenogue, and Innishirkagh.	Lands, houses, and mills.	,,	24 & 26
,,	,,	16	Shannon Bridge.	Lands.	,,	26
,,	,,	O 3	Meelick.	Eel Weirs.	,,	22
,,	,,	P 4	Keelogue.	Salmon & Eel Weirs.	,,	22
,,	,,	Q 5	Kylnascariff.	Eel Weir and Mill.	,,	22 & 28
,,	,,	R 6	Lawnbwee and Inchanacliha.	Eel Weirs.	,,	22
,,	,,	S 7	Counsellor's Ford.	Eel Weirs.	,,	22
,,	,,	T 8	Banagher.	Eel Weirs.	,,	22
,,	,,	U 9	Leahinch and Ash Island.	Eel Weirs.	,,	22
,,	,,	V 10	Shannon Bridge.	Eel Weirs.	,,	22
,,	,,	W11	Cloonburn, Lurga, and Clooniffe.	Eel Weirs.	,,	22

* These lands, being the property of the Limerick Navigation Company, are included in the Award for the whole of this property.

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List of the Plans prepared agreeable to the Act 5th and 6th William IV., cap. 67, showing the Lands, Eel Weirs, Mills, and other Premises, required to be taken for the proposed Improvements, Copi es of which were lodged as the Act directs.—*Continued.*

Appendix A.

List of Plans lodged pursuant to Act, 5 & 6 Wm. IV., c. 67.

No. of Vol.	Name of Town in which Commissioners held their Court and declared the Awards.	Letter or No. of Plan.	Name of Place where the Property delineated on the Plan is situated.	Description of Property.	Schedule of Awards which have reference to the Plans.	
					No. of Report	Page No.
3	Athlone.	1	Athlone.	Houses, Mills, and Lands.	3rd	30 & 32
,,	,,	2, 2 A & 2 B	Athlone Canal.	Lands, Stores, and House.	,,	32 & 38
,,	,,	X	Athlone.	Eel Weirs.	,,	32, 34, 36
,,	,,	A, T	Athlone, near Abbey.	Lands.	,,	6
4	Longford.	Y 3	Lanesborough.	Eel Weirs and Lands.	3rd	40
,,	,,	4	Kilnacarrow and Cloonmustra.	Lands.	,,	40
,,	,,	Z 5	Lodge Cut.	Eel Weir and Lands.	,,	40
,,	,,	A, A 6	Tarmonbarry (below the Bridge).	Eel Weirs, Lands and Mills.	,,	42
,,	,,	A, B	Tarmonbarry (above the Bridge).	Eel Weirs.	,,	42
,,	,,	A, C	Clooneen Cox.	Eel Weirs.	,,	42
,,	,,	A, D	Cloonfad.	Eel Weirs.	,,	42
,,	,,	A, E	Cloonart River.	Eel Weirs.	,,	42
,,	,,	A, F	Rooskey.	Eel Weirs.	,,	42 & 44
5	Carrick-on-Shannon.	A, G	Mount Campbell and Charlestown.	Eel Weirs.	3rd	44
,,	,,	A, H	Jamestown.	Eel Weirs.	,,	44
,,	,,	A, I	Port.	Eel Weir.	,,	44
,,	,,	A, K	Battle Bridge.	Eel Weir and Mill.	,,	44
,,	,,	A, L	Inchagowul.	Eel Weirs.	,,	44 & 46
,,	,,	A, M	Drumheriff.	Eel Weirs.	,,	46
,,	,,	A, N	Bealantra Bridge.	Eel Weirs.	,,	46
			THE BOYLE WATER.			
,,	,,	A, O	Cootehall Bridge.	Eel Weir.	,,	46
,,	,,	A, P	Knockvicar Bridge.	Eel Weir and Mill.	,,	46
,,	,,	A, Q	Kilteasheen, near Knockvicar Bridge.	Eel Weirs.	,,	46
6	Longford.	A, S	Tarmonbarry.	Lands and Houses.	5th	2 & 4
,,	,,	A, T	Cloondrah.	Lands and Cabins.	,,	4 & 6
,,	,,	A, U	Clooneen Cox and Cloonfad.	Lands.	,,	6
,,	,,	A, V	Rooskey.	Lands, Cabin, and old Mill.	,,	6 & 8
,,	,,	A, W	Carnadoe.	Lands.	,,	8
7	Carrick-on-Shannon.	A, X	Jamestown Canal.	Lands, Houses, and Timber.	5th	10 & 12
,,	,,	A, Y	Jamestown.	Lands, Mill, and Timber.	,,	12 & 14
,,	,,	A, Z	Doyle's Islands.	Lands.	,,	14
,,	,,	B, A	Grose's Islands.	Lands.	,,	14
,,	,,	B, B	Carrick-on-Shannon.	Lands and Cabins.	,,	14

Appendix A.

List of Plans lodged pursuant to Act, 5 & 6 Wm. IV., c. 67.

LIST of the PLANS prepared agreeable to the Act 5th and 6th WILLIAM IV., cap. 67, showing the LANDS, EEL WEIRS, MILLS, and other PREMISES, required to be taken for the proposed Improvements, Copies of which were lodged as the Act directs.—*Continued.*

No. of Vol.	Name of Town in which Commissioners held their Court and declared the Awards.	Letter or No. of Plan.	Name of Place where the Property delineated on the Plan is situated.	Description of Property.	Schedule of Awards which have reference to the Plans.	
					No. of Report	Page No.
"	CARRICK-ON-SHANNON. *Continued.*	B,C	Port.	Lands.	5th	14
"	"	B,D	Leitrim.	Lands.	"	16
"	"	B,G	Bealantra	Lands and Timber.	"	16 & 18
"	"	B,H	Mount Allen Cut.	Lands and Timber.	"	18
"	"	B,I	Drumshanbo, head of Lough Allen Canal.	Lands.	"	18
			THE BOYLE WATER.			
"	"	B,J	Annalecky, and the Doctor's Weir.	Lands.	"	18 & 20
"	"	B,K	Cloonacarrow.	Land.	"	20
"	"	B,L	Cootehall.	Lands.	"	20
"	"	B,M	Oxhill Island.	Lands and Timber.	"	20
"	"	B,N	Knockvicar.	Lands, House, and Timber.	"	20 & 22

APPENDIX B.

VALUATION OF THE CALLOW LANDS

BETWEEN LOUGH DERG AND ATHLONE,

INCLUDING THOSE ON THE LOWER BRUSNA, LUSMAGH, AND SUCK RIVERS;

AND A LIST OF THE PLANS.

Dublin, 16*th January*, 1839.

Appendix B.

Mr. Nicholson's Abstract of Valuation of Callows of the Middle Shannon.

Gentlemen—I have the honor of laying before you my Schedules of the Valuation of the Callows or flooded lands of the Middle Shannon, mentioned in my Report of last year.

Owing to the surveys not having been completed, these valuations could not be got ready in time to accompany the Report. This delay, however, has not been without its use, as it has afforded me opportunities of seeing these Callows, and of observing the influence of the floods upon them during two years, those of 1837 and 1838, the nature of the seasons of which were very different from one another. The spring of 1837 was favourable, the summer dry, and as there were no floods during the latter season, the crop of hay was an average one, and little or none was lost or injured except from neglect on the part of the tenant. But the case was different in 1838, the spring was unfavourable, vegetation was late, and the growth of the early grasses was retarded. The summer and autumn being wet, the hay was injured both by rain and floods, and in some places nearly destroyed.

These circumstances, I am happy in saying, instead of having in any way shaken the opinions I expressed in my Report, have, on the contrary, supported them to my entire satisfaction, so far as they have gone.

The contents of the Callows which I have valued in this district amount to 15,958 A. 0 R. 39 P., statute measure. Their present value I find is 12,426*l.* 6*s.* 6*d.*, and probable value, were the waters confined to the level recommended, 14,261*l.* 17*s.* 5*d.*, and with their available streams under irrigation, 14,785*l.* 8*s.* 5*d.*

From this it appears, that an increase of 1,835*l.* 10*s.* 11*d.* (about 14¾ per cent.) upon the present annual value, would be gained, by relieving them from floods and cultivating them; or an increase in value of 2,359*l.* 1*s.* 11*d.* per annum, (about 19 per cent.,) by applying their available streams to the irrigating of portions of them after such regulation of the waters, independent of what may be made upon the larger scale, by applying the waters of the Shannon at Meelick and Athlone, and of the Lower Brusna River, to the same purpose, as mentioned in my Report.

These valuations have been made with strict reference to the present state of the agriculture of the adjoining country, which is indeed very backward. Under an improved system, such as is pursued in some parts of Down, Armagh, Louth, and a few other counties, and, which I am happy to see, is progressing over the country generally, a far more favourable result than 14¾ per cent. would be arrived at, and consequently stronger inducements to relieve these Callows from floods, for there is no possibility of improving them so long as they are liable to such excessive inundations.

I have the honor to be, Gentlemen, your most obedient humble servant,

Samuel Nicholson.

The Commissioners for the Improvement of the
Navigation of the River Shannon.

N. B.—It is necessary to state, that the streams mentioned in the following Schedules, as applicable to the purpose of irrigation, are those only which the Landlord or Tenant of the townland would have an exclusive right to apply in that way, without trespassing upon the rights, or injuring the lands, of others. A few other streams are also applicable to irrigation; but being in common to the estates of different Landlords, they are, therefore, not so likely to be used for such purposes. They are mentioned in the Valuation Books.

S. N.

ABSTRACT of the Valuation of the CALLOWS or FLOODED LANDS of the undermentioned TOWNLANDS, lying between POOLBOY MILL and the SHANNON; together with their Proba

COUNTY.	BARONY.	PARISH.	TOWNLAND.	NATURE OF SOIL, &c.
Galway,	Longford,	Lickmolassy,	Fairy Hill, - -	Chiefly peaty, partly graduating into bog, ex river, where it is a good clayey meadow
,,	,,	,,	Gurthaha, - - -	Graduating from a good clayey loam, produ dow to a peaty and boggy soil, fit for pas
,,	,,	,,	Portumna, - - -	Near river, a good clayey loam, fit for mead distance from it, peaty, and mostly ly shell marl, part only fit for pasture.
,,	,,	,,	Portumna Demesne, -	Inferior, diversified, peaty, and clayey so spersed with rocks, chiefly fit for pasture
				Total of this part of the Parish of Lic
,,	,,	Kilmallenogue,	Cappasallagh or Cappasale -	Near river, a clayey and peaty clay loam, produ rable meadow, becoming more peaty at from river; a portion gravelly, only fit fo
,,	,,	,,	Derrahiney, North, -	Clayey and peaty clay soil, better adapted fo than meadow, partly resting upon valuable
,,	,,	,,	Derrahiney, South, -	Various qualities of clayey and peaty soi partly on blue clay, and partly on marl, g from a meadow to a pasture soil.
				Total of this part of the Parish of Kilm
,,	,,	Tireneskragh,	Cappagh, - - -	Mostly a low-lying clayey-peaty meadow river; becoming a peaty and sandy pastu a distance from river.
,,	,,	,,	Tireneskragh, - -	Part near river an excellent rich clayey loam into a large tract of inferior peaty land mo
				Total of this part of the Parish of Tire
,,	,,	Fahy,	Muckinagh, - -	Chiefly an indifferent, low-lying, clayey, p dow and pasture soil, with some poor ro
,,	,,	,,	Muneena, - - -	Graduates from a good clay loam to a me indifferent peaty and peaty clay soil.
,,	,,	,,	Slaghtan, - - -	Mostly an indifferent peaty clay, with a sma of tolerable rocky pasture soil.
				Total of this part of the Parish of Fa
,,	,,	Meelick,	Big Island and Coorinch Island,	A part near river tolerable clayey meadow greater portion peaty-clay and pasture so
,,	,,	,,	Camas, - - -	Low-lying peaty-clay meadow land, pas inferior peaty and boggy pasture soil.
,,	,,	,,	Friar's Island, - -	A medium clay, and peaty-clay meadow so ating into a worse peaty-clay pasture soi
,,	,,	,,	Keelogue and Islands, -	Some very rich clayey and clayey-peaty mea small portion inferior clayey and peaty pas
,,	,,	,,	Kilchonorish or Woodlands,	Varying from tolerable clayey meadow and pasture land to less valuable soils.
,,	,,	,,	Meelick and Islands, -	Islands, partly very rich clayey loams, tolerable, some indifferent rocky pasture
				Total of this part of the Parish of Mee
,,	,,	Clonfert,	Annaghcorrib, - -	A small portion of very good clayey soil, t a peaty nature.
,,	,,	,,	Bishop's Islands, - -	Generally superior clayey loams for mea pasture, parts lying rather low.
,,	,,	,,	Carty, - - -	Various qualities of clayey and peaty soils, good meadow land, the rest inferior.
,,	,,	,,	Clonfert Butson, - -	A portion superior meadow and pasture rest various qualities of peaty-clay and pe
,,	,,	,,	Clonfert Demesne, - -	Peaty and peaty-clay soils, medium quality
,,	,,	,,	Clonfert Seymour, - -	Inferior peaty-clay and peaty soils, gradua boggy soils, part pasture, part meadow.
,,	,,	,,	Esker, - - -	A considerable tract of good clayey meadow lo and sandy pasture land; a portion inferio
,,	,,	,,	Garryduff, - - -	Mostly a peaty-clay soil, approaching to bo upper side.
,,	,,	,,	Inniscagh Island, - -	Mostly a very good clayey loam, a good mea
,,	,,	,,	Innishee and Small Islands, -	Mostly superior clayey loam for meadow an a small portion cold.
,,	,,	,,	Kilnaborris, - -	A good deal of valuable clayey loam, passi tolerable peaty clay, small portion inferio
,,	,,	,,	Kylemore, - - -	A good deal of peaty-clay soil, low-lying, graduating to bog soil.
,,	,,	,,	Leahinch Island, - -	Considerable portion a rich clayey loam, more cold, lies low.
,,	,,	,,	Lismore Demesne, - -	Indifferent meadow and pasture land, mos part sandy; a portion is tilled.
,,	,,	,,	Reisk, - - -	A considerable portion of good clayey mea graduating into a peaty and boggy soil.
,,	,,	,,	Ruane, - - -	Some good clayey meadow soil, greate peaty and indifferent.
				Total of this part of the Parish of Cl

...SHANNON, between LOUGH DERG and ATHLONE, and also of the CALLOWS of that portion of the RIVER SUCK, ...e waters confined to the level recommended by the Shannon Commissioners.

...sually ...Months ...Year. (.. P.)	Lands usually Flooded 3 Months in the Year. (A. R. P.)	Lands usually Flooded for a shorter period than 3 Months in the Year. (A. R. P.)	Total of Areas. (A. R. P.)	Present Annual Value. (£ s. d.)	Probable Annual Value were the Waters confined to proposed level. (£ s. d.)	Probable Annual Value, should their available Streams be applied to the Irrigating of them. (£ s. d.)	Observations respecting Manures, and such Streams as may be applied to the purposes of Irrigation, after the Improvements shall have been made.
0 10	20 1 12	25 0 16	131 1 38	97 10 5	117 13 0	117 13 0	There is abundance of shell marl and blue clay here, but no streams for irrigation.
3 0	25 1 32	59 3 31	157 0 23	79 14 8	94 14 11	204 3 9	Plenty of shell marl and blue clay; one stream well adapted for irrigation.
1 10	9 1 9	14 2 15	164 0 34	130 5 9	164 12 9	164 12 9	Part near the lake lies low; plenty of blue clay and white shell marl; no streams for irrigation.
2 30	32 2 36	36 2 37	164 0 23	67 6 7	79 8 8	110 18 11	Abundance of white shell marl; one stream applicable to irrigation.
3 10	87 3 9	136 1 19	616 3 38	374 17 5	456 9 4	597 8 5	
2 12	61 1 34	62 1 17	238 1 23	137 18 10	153 9 9	153 9 9	Plenty of shell marl and blue clay; but no streams for irrigation.
2 29	15 2 22	22 1 16	158 2 27	130 5 4	140 10 6	166 10 9	Good blue clay and marl occurs, and one stream fit for irrigation.
0 18	10 1 9	21 1 9	138 2 36	102 8 4	110 16 11	110 16 11	Abundance of shell marl and blue clay, but no streams for irrigation.
1 19	87 1 25	106 0 2	535 3 6	370 12 6	404 17 2	430 17 5	
0 0	40 1 1	51 3 17	151 0 18	81 11 7	103 6 11	103 6 11	Plenty of blue clay and shell marl, but no streams that can be applied to irrigation.
0 4	138 0 36	32 3 9	285 0 9	218 6 6	247 11 3	247 11 3	Plenty of marl and blue clay, but no streams for irrigation.
0 4	178 1 37	84 2 26	436 0 27	299 18 1	350 18 2	350 18 2	
0 5	36 3 32	18 1 7	103 1 4	61 15 2	72 0 9	72 0 9	A large supply of marl and blue clay, but no streams for irrigation.
3 6	67 1 4	36 0 3	188 0 13	136 8 10	151 1 4	151 1 4	Abundance of white shell marl and clay, but no streams for irrigation.
3 0	17 1 10	8 1 12	87 1 22	57 18 10	69 18 8	69 18 8	Plenty of marl and manuring clay, but no streams for irrigation.
2 11	121 2 6	62 2 22	378 2 39	256 2 10	293 0 9	293 0 9	
0 32	68 1 28	0 0 0	173 2 20	123 6 3	145 13 1	145 13 1	Plenty of valuable blue and yellowish clay, but no stream for irrigation.
0 12	26 2 36	28 0 10	184 3 18	120 11 8	153 7 6	153 7 6	Plenty of marl and blue clay, but no streams for irrigation.
0 26	38 1 5	0 0 0	118 1 31	87 4 1	96 8 9	96 8 9	Plenty of valuable blue and yellowish clay, but no streams for irrigation.
0 0	39 0 29	14 1 24	53 2 13	77 12 10	73 17 1	73 17 1	Plenty of blue clay, but no streams for irrigation.
0 0	9 0 33	49 3 22	59 0 15	37 9 11	41 16 2	41 16 2	Good clay may be got, but no streams that can at present be applied to irrigation.
0 0	44 0 30	3 3 16	48 0 6	43 4 1	45 5 4	45 5 4	Shell marl occurs, but difficult to procure; no streams for irrigation.
1 30	226 0 1	96 0 32	637 2 23	489 8 10	556 7 11	556 7 11	
2 15	14 1 26	7 1 0	26 1 1	21 10 0	23 12 0	49 5 8	Plenty of valuable manuring clay, one stream may be used for irrigation.
0 11	53 1 10	22 2 10	120 3 31	189 15 3	207 8 7	207 8 7	Manuring clay, some limestone gravel at bottom, but no streams for irrigation.
3 34	38 3 25	27 0 31	115 0 10	72 13 6	81 2 0	81 2 0	Plenty of marl and clay, but no streams for irrigation.
2 25	93 3 2	80 2 15	228 0 2	200 3 8	217 8 11	217 8 11	Plenty of shell marl and clay, but no streams for irrigation.
0 0	14 3 3	31 2 8	46 1 11	29 17 2	35 0 10	35 0 10	Shell marl and blue clay, no st. for irrig.
1 38	35 1 21	27 1 32	81 1 11	44 2 3	50 2 2	50 2 2	Plenty of shell marl and clay, but no streams for irrigation.
1 27	117 0 38	99 3 31	456 2 16	498 14 9	588 9 2	588 9 2	Marl and clay for manuring, very improvable, being near Banagher.
2 8	14 0 32	8 2 29	34 1 29	24 18 10	28 0 1	28 0 1	There are good materials for manuring, but no streams for irrigation.
0 19	3 2 25	0 0 0	9 3 4	13 10 9	14 1 8	14 1 8	Valuable clay, but no streams for irrig.
0 15	24 2 5	47 0 6	79 2 26	113 12 6	116 5 3	116 5 3	Abundance of manuring clay can be got, but no streams for irrigation.
0 21	14 3 22	17 2 32	37 2 35	41 0 9	37 12 10	37 12 10	Excellent clay may be got, but there are no streams for irrigation.
1 17	41 2 17	33 2 24	103 2 18	68 16 10	74 17 8	74 17 8	Some good manuring clay, a large stream may be used for irrigation, should it not injure the Grand Canal Co.'s property.
2 29	13 2 36	0 0 0	58 1 25	51 14 6	60 5 6	60 5 6	Abundance of valuable clay occurs, but there are no streams for irrigation.
0 0	0 0 0	11 1 1	11 1 1	6 15 5	7 11 11	7 11 11	Plenty of white shell marl occurs, but no streams for irrigation.
2 11	35 2 9	36 0 14	158 0 34	104 10 9	115 9 2	115 9 2	Plenty of marl and blue clay may be had, but no streams for irrigation.
2 0	77 2 8	69 2 16	164 2 24	123 10 5	129 9 5	129 9 5	Plenty of blue clay and marl, but no streams for irrigation.
0 30	593 1 39	520 2 9	1732 0 38	1605 7 4	1786 17 2	1812 10 10	

Abstract of Valuation of the Callows along the Shannon, between Lough Derg and Athlone, and of that portion of the Suck, be

COUNTY.	BARONY.	PARISH.	TOWNLAND.	NATURE OF SOIL, &c.
Galway, *continued.*	Longford,	Clontoskart,	Ballymanagh, - -	Cold clayey meadow and pasture land, produce co
,,	,,	,,	Cloonaskragh, - -	Chiefly a peaty clay soil in meadow and pasture, boggy, part stony, a small portion a good clay lo
,,	,,	,,	Lismanagh, - -	Chiefly an inferior meadow and pasture soil, peaty-clay nature.
				Total of this part of the Parish of Clontosk
,,	Cloonmacnoon,	Clontoskart,	Kelly's Grove, - -	Tolerably good clayey and peaty meadow and pas land, very diversified.
,,	,,	Kilcloony,	Poolboy, - - -	Very diversified clayey and peaty land, a small good meadow soil, the rest medium quality.
Roscommon,	Moycarne,	Creagh,	Ardcarne, - -	A portion good clayey loam, the rest somev peaty, partaking of a boggy soil.
,,	,,	,,	Culliaghbeg, - -	Mostly inferior peaty clay, graduating into boggy
,,	,,	,,	Tulrush, - - -	A considerable portion tolerably good clayey mea soil, the rest peaty and rather inferior.
				Total of this part of the Parish of Creagh,
,,	,,	Moore,	Cappahuish, - -	Chiefly peaty or peaty-clay, running into a boggy
,,	,,	,,	Cappaletrim, - -	Partly superior clayey loam; some good, but clayey soil, and a portion of peaty soil.
,,	,,	,,	Cloniff, - - -	Small portion good clayey loam, suitable for mea but mostly a peaty and peaty-clay.
,,	,,	,,	Clonburn, - - -	Some very superior meadow loam, good peaty- soil, with tolerable sandy pasture land.
,,	,,	,,	Cloonbegaun, - -	Mostly a peaty-clay and peaty soil, graduating boggy soil.
,,	,,	,,	Collumper, - -	Mostly a peaty soil, inclining to a boggy soil, clayey.
,,	,,	,,	Correen, - - -	This soil is mostly of a peaty nature, a portion so what boggy.
,,	,,	,,	Correenbeg, - -	A small portion a good clayey loam, but most peaty-clay, in meadow or pasture, part lies very
,,	,,	,,	Creggan, - - -	A very small portion a good clay loam, the rest pe and graduating into a boggy soil.
,,	,,	,,	Culliaghmore, - -	Chiefly an inferior peaty and peaty-clay soil, gr ating into bog.
,,	,,	,,	Devenish Island, - -	An excellent clay loam for meadow or pasture.
,,	,,	,,	Lamb Island, - -	The greater portion a rich clayey loam, and suit for meadow, the rest somewhat peaty.
,,	,,	,,	Raughrabeg, - -	Some good clayey meadow loam, but mostly p and peaty-clay, part sandy.
				Total of this part of the Parish of Moore,
,,	Athlone,	Drum,	Bog in common to Carrickanaghtan and Garrynagowna,	Mostly a peaty-clay soil, approaching to bog in pla partly in pasture, partly in meadow.
,,	,,	,,	Callowbeg, - -	Chiefly inferior peaty and peaty-clay, graduating a boggy soil.
,,	,,	,,	Carrickanaghtan, - -	Various qualities of peaty and peaty-clay soil, wi portion of cold, wet, clay soil.
,,	,,	,,	Craigawnabeake, - -	A portion of good clayey and peaty meadow la the rest graduating from a peaty to a boggy so
,,	,,	,,	Cranaghmore, - -	Chiefly a peaty soil, approaching to bog, a li gravelly land, partly arable, partly pasture.
,,	,,	,,	Cranaghabra, - -	A small portion of good clayey land near the ri but mostly an inferior peaty-clay soil, partly bog
,,	,,	,,	Curraghnabull, - -	Varies from a clay to an indifferent peaty soil, clining to bog.
,,	,,	,,	Inchinalea, or Calf Island, -	An excellent clayey loam for meadow, a small port lies low, and is cold.
,,	,,	,,	Nure and Drumlosh, -	A small portion of tolerable loam, but mostly pe inclining to bog in some places.
				Total of this part of the Parish of Drum,
,,	,,	St. Peter's,	Athlone and Big Meadow, -	Mostly a rich, dark, clayey loam, part lies low an peaty.
,,	,,	,,	Belleagh, - -	The soil is chiefly of a peaty nature, with a li admixture of clay in places.
,,	,,	,,	Bunaribbe, - -	Cold peaty clay near river, and graduates into a bo soil at a distance from it.
,,	,,	,,	Canal and Banks, - -	The soil is an intermixture of clay, peat, and shell m
,,	,,	,,	Cloonown, - -	Very diversified peaty, with some clayey soil, mo of an inferior quality, and graduating into bog.
,,	,,	,,	Coilnamanagh, - -	Mostly a medium peaty-clay soil, graduating in boggy soil.
,,	,,	,,	Dueogue, - - -	A good peaty clay soil near Canal, graduating in boggy soil at a distance from it.
,,	,,	,,	Long Island, -	There is some very good clayey loam in places, o portions are good clayey-peaty soils.
				Total of this part of the Parish of St. Pete

…lboy Mill and the Shannon; with their Probable Value were the waters confined to the level recommended by the Commissioners.—*Continued.*

…nds usually …ded 6 Months the Year.	Lands usually Flooded 3 Months in the Year.	Lands usually Flooded for a shorter period than 3 Months in the Year.	Total of Areas.	Present Annual Value.	Probable Annual Value were the Waters confined to proposed level.	Probable Annual Value should their available Streams be applied to the Irrigating of them.	Observations respecting Manures, and such Streams as may be applied to the purposes of Irrigation, after the Improvements shall have been made.
. R. P.	A. R. P.	A. R. P.	A. R. P.	£ s. d.	£ s d.	£ s. d.	
0 0 0	0 0 0	25 0 11	25 0 11	14 11 10	17 12 6	17 12 6	No streams to irrigate these lands.
1 3 14	67 3 16	113 2 15	263 1 5	180 10 9	215 13 6	215 13 6	Plenty of shell marl and manuring clay, but no streams for irrigation.
0 2 13	74 0 24	90 1 15	185 0 12	97 19 0	122 9 8	122 9 8	Abundance of white shell marl and blue clay, but no streams for irrigation.
12 1 27	142 0 0	229 0 1	473 1 28	293 1 7	355 15 8	355 15 8	
0 1 31	24 0 36	69 2 26	94 1 13	73 3 1	88 4 9	88 4 9	Large quantities of valuable manuring clay, but no streams for irrigation.
0 0 0	6 1 18	35 1 16	41 2 34	35 2 4	39 10 9	39 10 9	Plenty of good manuring clay, but no streams for irrigation.
0 0 0	11 1 8	38 1 17	49 2 25	38 13 5	43 18 3	43 18 3	Plenty of valuable manuring clay and shell marl; no streams for irrigation.
4 3 25	0 3 10	0 3 20	6 2 15	3 13 7	4 6 3	4 6 3	Manuring clay and shell marl; no st. for ir.
0 0 0	10 2 28	45 1 17	56 0 5	49 18 9	57 6 11	57 6 11	Plenty of shell marl and blue clay occurs, but no streams suitable for irrigation.
4 3 25	22 3 6	84 2 14	112 1 5	92 5 9	105 11 5	105 11 5	
0 0 0	0 0 0	3 3 37	3 3 37	2 3 5	3 0 8	3 0 8	No stream for irrigation.
5 3 26	95 1 24	14 1 37	245 3 7	239 4 3	283 5 11	283 5 11	Abundance of valuable clay and marl, but no stream for irrigation.
5 0 0	16 1 30	23 1 7	44 2 37	23 15 4	32 19 9	32 19 9	Marl and clay, but no stream that can be well applied to irrigation.
0 37	142 2 33	51 3 33	214 3 23	200 14 1	239 16 1	357 12 7	Good marl and clay; one stream may be applied to irrigation.
3 3 38	42 1 19	31 2 14	87 3 31	37 10 3	58 3 3	58 3 3	Plenty of manuring clay, a large stream, but difficult to apply it to irrigation.
2 0 37	62 1 8	32 3 15	97 1 20	48 8 6	61 2 6	61 2 6	Clay may be had, but there is no stream suitable for irrigation.
3 1 3	8 3 16	36 1 12	48 1 31	25 2 5	30 5 7	30 5 7	There is manuring clay and shell marl, but no streams for irrigation.
4 2 39	53 0 36	29 3 12	127 3 7	81 12 0	99 17 1	108 5 1	Shell marl and blue clay occurs; a stream may be made available for irrigation.
1 20	30 1 6	30 2 9	70 0 35	49 18 7	56 15 1	56 15 1	Excellent manuring clay and shell marl, but no streams suitable for irrigation.
0 39	32 1 11	17 1 11	68 3 21	43 1 6	49 9 9	61 3 3	Plenty of shell marl, and there are two streams suitable for irrigation.
4 1 10	16 1 10	0 0 0	20 2 20	33 15 10	35 18 1	35 18 1	Manuring clay, but no stream for irrig.
2 3 3	19 2 1	0 2 34	32 3 38	51 12 9	55 10 0	55 10 0	Plenty of excellent clay for manuring, but no stream for irrigation.
5 0 23	84 1 12	71 2 35	201 0 30	151 12 6	182 11 9	210 0 0	A great deal of shell marl and manuring clay, one stream may be applied to irrig.
0 35	604 0 6	344 2 16	1264 3 17	988 11 5	1188 15 6	1354 1 9	
1 30	27 2 25	17 0 30	45 1 5	25 18 10	31 1 2	31 1 2	Plenty of manuring clay and shell marl, but no streams suitable for irrigation.
0 0	11 0 34	11 0 25	22 1 19	11 9 11	12 16 11	12 16 11	Plenty of blue clay and shell marl, but no streams for irrigation.
2 1 20	19 1 37	51 2 12	153 1 29	102 8 5	122 14 2	122 14 2	Plenty of manuring clay, but no streams suitable for irrigation.
0 0	26 0 35	19 2 35	45 3 30	30 2 0	32 16 6	32 16 6	Plenty of good marl and blue clay, but no streams for irrigation.
0 0	0 2 30	22 3 17	23 2 7	10 11 11	12 19 0	12 19 0	Plenty of shell marl, but no streams suitable for irrigation.
0 0	13 3 25	19 0 6	32 3 31	18 18 8	22 8 9	22 8 9	Manuring clay and shell marl, one stream could be applied to irrigation, but it might injure the adjoining land.
2 5	49 0 3	30 0 24	85 2 32	47 11 9	55 13 9	55 13 9	Plenty of valuable shell marl and blue clay, but no streams for irrigation.
3 0	6 1 18	0 0 0	20 0 18	27 9 6	29 15 7	29 15 7	Good clay for manuring purposes, but no streams for irrigation.
1 3	122 2 29	86 2 24	212 2 16	81 6 2	114 5 10	131 8 11	Clay of a valuable sort may be got, and there is a stream for irrigation.
1 18	277 0 36	258 1 13	641 3 27	355 17 2	434 11 8	451 14 9	
1 9	16 2 14	6 1 6	68 0 29	123 4 11	149 17 2	149 17 2	A great deal of shell marl and manuring clay, but no streams for irrigation.
0 0	0 0 0	11 2 0	11 2 0	16 10 0	20 1 0	20 1 0	Shell marl may be got here, but no streams suitable for irrigation.
1 38	16 3 5	35 1 1	73 2 4	54 19 5	64 3 4	64 3 4	Abundance of shell marl and blue clay, but no streams for irrigation.
1 30	2 2 10	1 2 30	4 2 30	4 13 9	5 5 5	5 5 5	No streams for irrigation.
0 39	378 0 15	125 1 17	597 2 31	386 15 11	444 4 1	444 4 1	Plenty of shell marl and blue clay, but no streams for irrigation.
2 2	61 3 3	97 0 26	176 1 31	107 14 7	126 14 3	126 14 3	Plenty of shell marl and manuring clay, but no streams for irrigation.
1 36	65 3 2	17 2 12	88 3 10	101 15 0	118 11 4	118 11 4	A great deal of shell marl and blue clay, but no streams for irrigation.
2 18	67 2 9	10 2 26	134 3 13	177 17 11	200 4 10	200 4 10	No streams for irrigation, but plenty of manuring clay occurs.
0 12	609 0 18	305 1 38	1155 2 28	973 11 6	1129 1 5	1129 1 5	

ABSTRACT of Valuation of the CALLOWS along the SHANNON, between LOUGH DERG and ATHLONE, and of that portion of the SUCK, l

COUNTY.	BARONY.	PARISH.	TOWNLAND.	NATURE OF SOIL, &c.
Tipperary,	Lower Ormond,	Terryglass,	Dromina or Castlebiggs, -	Moory and clayey, with some rocky land.
,,	,,	,,	Firmount, - - -	Peaty-clay meadow land, and peaty and bogg only fit for pasture.
,,	,,	,,	Muckloen, - - -	Peaty-clay in parts, fit for meadow, with a larg portion of peaty, boggy, and rocky soil, only su for pasture.
,,	,,	,,	Slavire, - - -	Mostly a peaty soil, near river clayey.
,,	,,	,,	Terryglass, - -	Diversified land, part cut out bog, part boggy, and pasture, and part stony, green pasture.
				Total of this part of the Parish of Terr
,,	,,	Lorha,	Annagh, - - -	Various qualities of inferior clayey, peaty, and land, chiefly fit for pasture only.
,,	,,	,,	Ballymaceegan, - -	Numerous soils, varying from good clayey m to peaty, rocky pasture land.
,,	,,	,,	Ballymaceegan Island, -	Rich clayey loam, very suitable for meadow or pa
,,	,,	,,	Ballyquirk, - -	A portion of good clayey and peaty land, suital meadow, the rest peaty, boggy, and rocky soil, fit for pasture only.
,,	,,	,,	Lahinch and Derry Island, -	A considerable tract of good clayey, peaty, m land, but lies low; various other soils occur
,,	,,	,,	Little Portland, - -	Some excellent clayey meadow land, part lies lo rest peaty and rocky, part pasture, part mea
,,	,,	,,	Portland, - - -	A good deal of valuable clayey meadow land, th peaty, better adapted for pasture.
,,	,,	,,	Redwood, - - -	A portion of tolerable clayey and peaty meadow graduating into boggy soil.
,,	,,	,,	Long Island, - -	Rich clayey loam, producing valuable meadow part lies low and is cold.
				Total of this part of the Parish of Lorha,
,,	,,	Dorha,	Annagh, - - -	A most superior aluminous and calcareous excellent meadow soil.
,,	,,	,,	Ballay, - - -	Cold clayey, with peaty meadow land, and a p of peaty soil, merging into boggy soil.
,,	,,	,,	Ballyoughter, - -	A considerable portion of excellent clayey m loam, the rest a peaty pasture soil.
,,	,,	,,	Cloongowney, - -	Some good clayey meadow land, but low-lyin cold, the rest varying from peaty to boggy s
,,	,,	,,	Coolruss, - - -	Various qualities of clayey and peaty soil, a p tolerable meadow land, the rest fit for pasture
,,	,,	,,	Redwood, - - -	Sundry qualities of clayey and peaty meadow soil a good deal of peaty-boggy soil, only fit for pa
				Total of this part of the Parish of Dorha,
King's County,	Garrycastle,	Lusmagh,	Ballymacoolaghan, - -	A small portion of excellent clayey loam, but n indifferent peaty and peaty clay soils, low-lyi
,,	,,	,,	Ballynashraghy, - -	A good deal of good clayey loam, with peaty mea and some pasture land.
,,	,,	,,	Cappaluane, - -	Indifferent peaty soils, approximating in some to bog.
,,	,,	,,	Carromanagh, - -	A portion tolerable clayey and peaty meadow but mostly low-lying and peaty soils.
,,	,,	,,	Cloghan Demesne, - -	Various soils; one-third tolerable clayey and loam, the rest peaty, graduating into boggy
,,	,,	,,	Cloonaheenogue, - -	Some excellent clayey meadow loam, with a goo of peaty soil and good rocky pasture.
,,	,,	,,	Cloonragh and Glaster, -	Pretty good clayey and peaty land, with some soils in meadow.
,,	,,	,,	Corclogh, - - -	A small portion of rich clay loam, with some p boggy meadow and pasture land.
,,	,,	,,	Cogran, - - -	Chiefly peaty-clay and peaty soils, low-lying, ferent meadow and pasture land.
,,	,,	,,	Gortskeigh, - -	Some tolerably rich loam, and a considerable tr peaty clay and boggy soil.
,,	,,	,,	Gortahalla, - -	Clayey with some peaty soils, part gravelly and s
,,	,,	,,	Incherking, - -	Some very rich clayey loam, especially portions Islands; also rich peaty-clay pasture, and light
,,	,,	,,	Killumachunna, - -	A good deal of clayey and peaty loam in me and pasture, with some boggy pasture.
,,	,,	,,	Keilmeilaghan, - -	Mostly low-lying peaty and peaty-clays, wet, portion of indifferent peaty and stony pasture
,,	,,	,,	Kilnaglinee, - -	Low-lying and inferior peaty and boggy pasture
,,	,,	,,	Lavagh, - - -	Clayey-peaty, with some gravelly land, part Illawn-a-phoka.
,,	,,	,,	Macknahaney or Ashgrove, -	Inferior peaty and boggy meadow and pasture s
,,	,,	,,	Macknahaney or Fulough, -	Inferior peaty and boggy soil.
,,	,,	,,	Newtown, - - -	Good clayey meadow soil, part lies low, with a siderable tract of peaty and boggy land.
,,	,,	,,	The Cribbies, - -	Mostly very rich clayey loams, parts lie low, an injured by trees.
,,	,,	,,	Village of Glaster, - -	Some good clayey and peaty meadow land, with n and boggy pasture and arable land.
				Total of this part of the Parish of Lusmag

…lboy Mill and the Shannon; with their Probable Value were the waters confined to the level recommended by the Commissioners.—*Continued.*

…ds usually …ied 6 Months …he Year.	Lands usually Flooded 3 Months in the Year.	Lands usually Flooded for a shorter period than 3 Months in the Year.	Total of Areas.	Present Annual Value.	Probable Annual Value were the Waters confined to proposed level.	Probable Annual Value, should their available Streams be applied to the Irrigating of them.	Observations respecting Manures, and such Streams as may be applied to the purposes of Irrigation, after the Improvements shall have been made.
R. P.	A. R. P.	A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.	
1 27	5 3 4	4 1 6	16 1 37	8 17 9	10 8 3	38 1 7	Plenty of shell marl and manuring clay, and one stream well adapted for irrig.
2 21	15 3 30	18 1 12	54 3 23	29 15 10	34 15 1	107 2 3	White shell marl and clay occurs, and there is a good stream for irrigation.
2 23	19 0 19	16 3 12	89 2 14	35 10 11	43 13 6	43 13 6	Shell marl occurs, but no stream by which to irrigate these Callows.
0 6	7 0 31	3 0 37	14 1 34	7 15 11	9 3 6	9 3 6	Shell marl and manur. clay; no st. for irrig.
1 15	1 1 30	14 0 13	31 3 18	7 1 5	10 2 1	10 2 1	Abundance of shell marl occurs, but there are no streams for irrigation.
0 12	49 1 34	56 3 0	207 1 6	89 1 10	108 2 5	208 2 11	
3 35	5 0 20	61 0 28	69 1 3	35 0 8	39 0 1	39 0 1	There are no streams suitable for irrigation.
1 15	109 3 7	70 3 28	398 0 10	278 13 2	312 16 6	312 16 6	Plenty of valuable clay and marl, but no streams for irrigation.
0 32	19 1 30	1 3 36	34 2 18	45 7 6	50 9 1	50 9 1	Manuring clay, but no irrigating streams.
0 16	40 2 0	114 1 2	198 3 18	118 1 8	132 9 8	151 16 8	Plenty of white shell marl; a small stream is suitable for irrigation.
2 28	60 3 11	5 0 17	223 2 16	197 1 3	218 12 9	218 12 9	Plenty of shell marl and clay, but no stream for irrigation.
1 19	23 2 4	13 1 26	143 1 9	122 8 3	143 2 2	143 2 2	Abundance of marl and clay, but no stream for irrigation.
0 12	1 3 12	11 3 20	104 3 4	86 11 6	95 12 0	95 12 0	Plenty of marl and blue clay, but no stream for irrigation.
3 8	32 1 17	14 3 34	98 0 19	57 17 0	67 2 9	67 2 9	Valuable marl and blue clay, but no stream for irrigation.
1 19	28 3 5	3 0 26	39 1 10	52 1 4	52 13 4	52 13 4	Excellent clay occurs for manuring, but no streams for irrigation.
3 24	322 0 26	296 3 17	1309 3 27	993 2 4	1111 18 4	1131 5 4	
0 0	46 0 35	238 3 23	285 0 18	522 9 4	470 17 4	470 17 4	Marl lies deep; excellent manuring clay, but no streams to irrigate these lands.
3 29	7 1 11	5 2 24	34 3 24	23 3 0	27 1 6	27 1 6	Valuable marl and clay, but no streams for irrigation.
0 9	22 0 17	8 0 10	46 0 36	56 14 3	63 14 8	63 14 8	Do. do. do.
1 31	32 0 36	82 1 30	151 0 17	95 19 0	117 8 3	117 8 3	Do. do. do.
1 11	23 0 23	24 2 27	173 0 21	114 10 3	142 14 0	142 14 0	Do. do. do.
2 33	51 0 38	74 3 12	299 3 3	213 16 0	252 0 2	252 0 2	Abundance of shell marl and clay, but no streams for irrigation.
1 33	182 1 0	434 2 6	990 0 39	1026 11 10	1073 15 11	1073 15 11	
1 11	20 2 4	20 1 31	108 1 6	68 13 1	79 5 4	79 5 4	Plenty of shell marl and clay, but no streams for irrigation.
3 0	31 0 32	60 2 24	117 2 16	104 13 2	116 4 8	116 4 8	White shell marl under Callows, but no streams for irrigation.
0 0	0 0 0	25 3 0	25 3 0	10 9 2	12 7 1	12 7 1	No streams for irrigation.
3 25	7 0 20	19 1 12	58 1 17	33 15 0	43 17 2	43 17 2	Abundance of marl and clay, but no streams for irrigation.
2 0	17 3 38	30 0 38	133 2 36	103 18 6	117 4 5	117 4 5	White shell marl under Callows, but no streams for irrigation.
3 12	86 2 11	40 3 24	158 1 7	147 3 6	149 14 0	149 14 0	Do. do. do.
0 0	0 0 0	9 1 12	9 1 12	8 0 10	8 10 8	8 10 8	Do. do. do.
0 0	3 0 20	16 2 6	19 2 26	12 0 5	14 3 6	14 3 6	Good manuring clay, but no streams for irrigation.
2 0	15 2 1	13 2 5	87 2 6	52 8 1	65 18 6	65 18 6	Abundance of marl and clay, but no streams for irrigation.
2 0	16 1 1	18 1 10	156 0 11	91 1 1	108 11 4	108 11 4	White shell marl under Callows, but no streams for irrigation.
1 0	3 1 33	1 0 23	4 3 16	3 7 0	3 16 9	3 16 9	Little manuring material; no st. for irrig.
0 11	99 0 35	5 2 26	108 3 32	147 9 9	144 3 0	144 3 0	Plenty of good manuring clay, but no streams for irrigation.
3 26	9 3 14	19 0 6	48 3 6	31 12 5	35 14 5	35 14 5	White shell marl under Callows, but no streams for irrigation.
2 38	46 3 31	122 2 2	190 0 31	129 18 0	171 19 9	171 19 9	Abundance of marl and clay, but no streams for irrigation.
0 0	0 0 0	4 3 32	4 3 32	1 10 11	2 1 9	2 1 9	Do. do. do.
0 0	0 0 29	0 3 17	1 0 6	0 15 9	0 15 11	0 15 11	No streams to irrigate these lands.
0 0	0 0 0	49 3 15	49 3 15	22 16 0	27 5 10	27 5 10	Do. do. do.
0 0	0 0 0	51 0 25	51 0 25	20 14 8	27 5 1	27 5 1	Do. do. do.
3 29	22 1 20	31 1 20	109 2 29	79 15 7	89 7 5	89 7 5	White shell marl under Callows, but no streams for irrigation.
2 0	70 3 2	0 0 0	88 1 2	116 4 6	129 8 6	129 8 6	Abundance of valuable manuring clays, but no streams for irrigation.
0 0	0 0 0	44 0 31	44 0 31	33 7 6	36 19 2	36 19 2	White shell marl under Callows, but no streams for irrigation.
2 32	451 0 11	585 2 39	1576 2 2	1219 14 11	1384 14 3	1384 14 3	

ABSTRACT of Valuation of the CALLOWS along the SHANNON, between LOUGH DERG and ATHLONE, and of that portion of the SUCK

COUNTY.	BARONY.	PARISH.	TOWNLAND.	NATURE OF SOIL, &c.
King's County, *Continued.*	Garrycastle,	Rynagh,	Bird's Island, No. 1, -	A most superior clayey loam for meadow or a very small portion lies low.
,,	,,	,,	Bird's Island, No. 2, -	A rich clayey loam, a portion lies low, b excellent soil.
,,	,,	,,	Curraghlaghan, - -	Inferior peaty and rocky pasture land.
,,	,,	,,	Curraghawarna and Portavrola,	Chiefly a good clay and clayey-peaty soil, lying and wet, meadow coarse.
,,	,,	,,	Cushcallow or Cloncallow, -	Chiefly an inferior peaty-clay soil, a portion pasture.
,,	,,	,,	Garrycastle, - -	A small portion of bad peaty clayey meadow mostly indifferent peaty, boggy, and stony
,,	,,	,,	Grant's Island, - -	A good clayey soil, but a portion low-lying
,,	,,	,,	Kylebeg or Banagher, -	Various qualities, part very rich clay loam, p clay, some portions rocky moor.
,,	,,	,,	Leacarrow Glebe, now Castle Britania, - -	Bad peaty and clayey pasture land.
,,	,,	,,	Macoughlan's Island, No. 1,	A portion of pretty good clayey soil, but low, and is wet and cold.
,,	,,	,,	Macoughlan's Island, No. 2,	Some good clayey land, but mostly a wet clay soil.
,,	,,	,,	Mullaghawran, - -	Part a tolerable clayey meadow soil, but lies rest a good clayey soil, interspersed with
				Total of this part of the Parish of Ryn
,,	,,	Gillen or Gallen,	Bullock Island, - -	Low-lying peaty and clayey land.
,,	,,	,,	Cloononybeg, - -	A large portion of indifferent peaty and clay some good clayey meadow loam and rich
,,	,,	,,	Cloononymore, - -	Diversified soil, part cold and rushy, a smal of good clayey loam.
,,	,,	,,	Minus Island, - -	A good clayey loam for meadow or pasture, lies low.
,,	,,	,,	Park, - - -	A low-lying clayey and peaty clay soil, adapted for meadow, and approximating t upper edge.
				Total of this part of the Parish of Gillen o
,,	,,	Tissarn,	Annaghmore, - -	Cold, stony land; part shrubby.
,,	,,	,,	Clogalbeg, - - -	Almost all peaty and boggy land, only a smal of clayey loam.
,,	,,	,,	Derryholmes, alias Timolin, and Derryharin, - -	A considerable tract of cold, clayey, and peaty land, with a good deal of peaty pasture so
,,	,,	,,	Lisclooney, - -	Numerous soils of an inferior kind, clayey boggy, and rocky; a good deal lies low.
,,	,,	,,	Moystown Demesne, -	A large tract of excellent, aluminous, and ea soil for meadow, with some indifferent p rocky soils.
				Total of this part of the Parish of Tiss
,,	,,	Cloonmacnoise,	Charlestown, - -	A portion of indifferent clayey and rocky mea pasture land, the rest peaty soil, of an in quality, lies low.
,,	,,	,	Cloonascra, - -	Chiefly an indifferent peaty land, inclining to good deal of broken pasture.
,,	,,	,,	Clooncraff alias Bloomhill, -	A portion strong clayey soil, the rest pea graduating into bog.
,,	,,	,,	Cloonmacnoise, - -	Some very good clayey and peaty-clayey land, a considerable portion low-lying, par
,,	,,	,,	Cloonaffeen, - -	A good deal of excellent clayey meadow rest cold clay and peaty meadow and pastu
,,	,,	,,	Clouneevar, - -	Chiefly an inferior peat and clay soil, part in m with a considerable portion of bog in pastu
,,	,,	,,	Cloniff, - - .	Mostly cold clayey peat, and peaty boggy lan
,,	,,	,,	Clurhane, - -	Numerous varieties of clayey, peaty, and roc of inferior quality.
,,	,,	,,	Crevagh, - -	Various qualities of clayey and peaty soils, c an inferior kind.
,,	,,	,,	Garrymore, - -	Peaty clay and light peaty land, the latter for pasture.
,,	,,	,,	Kileafurt, - - -	Some tolerable clay, and clayey-peaty meado with a large tract of peaty soil.
,,	,,	,,	Raughra, - - -	Some clayey meadow land of medium quali rest peaty and boggy.
				Total of this part of the Parish of Cloonma
Westmeath,	Clonlonan,	Kilcleagh,	Ballinahoun Wood, - -	Several qualities of peaty-clay land, very li be flooded in most places.
,,	,,	,,	Kilgarvan Glebe, - -	Mostly a cold, low-lying peaty clay, graduati bog at the upper verge; some good cl Coolnaginey river.
				Total of this part of the Parish of Kilcl

…y Mill and the Shannon; with their Probable Value were the waters confined to the level recommended by the Commissioners.—*Continued*

…usually …Months …Year.	Lands usually Flooded 3 Months in the Year.	Lands usually Flooded for a shorter period than 3 Months in the Year.	Total of Areas.	Present Annual Value.	Probable Annual Value were the Waters confined to proposed level.	Probable Annual Value, should their available Streams be applied to the Irrigating of them.	Observations respecting Manures, and such Streams as may be applied to the purposes of Irrigation, after the Improvements shall have been made.
…R. P.	A. R. P.	A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.	
0 0	0 1 38	0 0 32	0 2 30	1 4 10	1 3 1	1 3 1	Abundance of manuring clay, but no streams for irrigation.
2 13	1 3 25	0 3 36	4 1 34	6 8 11	6 16 7	6 16 7	Do. do. do.
0 0	0 1 15	4 1 7	4 2 22	3 0 3	3 7 2	3 7 2	Probably white shell marl may be found, but there are no streams for irrigation.
3 4	10 3 24	12 2 28	54 1 16	83 16 2	118 7 5	118 7 5	Plenty of valuable clay, an improvable tract being near the town of Banagher.
0 16	11 2 8	9 3 24	50 2 8	25 1 2	35 15 2	35 15 2	Abundance of marl and clay, but no streams for irrigation.
0 0	0 0 0	92 0 37	92 0 37	42 17 8	54 8 4	54 8 4	No streams for irrigation.
2 22	6 0 31	0 0 0	11 3 13	15 17 11	17 11 11	17 11 11	Manuring clay; no streams for irrigation.
1 2	14 1 12	89 1 11	111 3 25	150 6 8	173 7 7	173 7 7	Plenty of valuable clay, an improvable tract being near the town of Banagher.
0 0	0 0 0	33 1 14	33 1 14	12 10 0	17 10 0	17 10 0	There are no streams for irrigation.
2 5	1 0 10	0 0 0	15 2 15	14 3 10	17 15 0	17 15 0	Abundance of manuring clay.
1 24	0 1 30	0 0 0	26 3 14	17 0 2	26 9 0	26 9 0	Do. do.
0 8	11 1 23	4 3 32	39 1 23	45 0 7	55 15 7	55 15 7	Plenty of valuable clay, an improvable tract being near the town of Banagher.
1 14	58 2 16	247 3 21	445 3 11	417 8 2	528 6 10	528 6 10	
2 0	0 0 0	0 0 0	85 2 0	51 0 3	69 8 10	69 8 10	Abundance of manuring clay.
1 29	57 0 17	93 2 31	216 0 37	195 17 10	235 17 10	235 17 10	Plenty of white shell marl and blue clay, but no streams for irrigation.
0 0	0 0 0	25 2 0	25 2 0	21 2 3	22 12 9	22 12 9	Good manuring clay occurs, but no streams for irrigation.
1 19	7 1 2	5 1 30	72 0 11	76 10 1	85 2 11	85 2 11	Shell marl occurs, but considerably under the soil; plenty of blue clay can be had.
2 25	31 1 17	26 1 33	160 1 35	86 12 0	115 2 5	115 2 5	Plenty of white shell marl and blue clay, but no streams for irrigation.
3 33	95 2 36	151 0 14	559 3 3	431 2 5	528 4 9	528 4 9	
0 0	0 0 0	0 1 21	0 1 21	0 4 7	0 4 11	0 4 11	No streams to irrigate these lands.
0 0	0 0 0	14 2 14	14 2 14	6 15 4	7 6 10	7 6 10	Tolerable manuring clay may be had, but no streams for irrigation.
1 22	95 1 10	49 0 14	252 3 6	170 11 9	189 2 0	189 2 0	Plenty of marl and clay occur, but no streams for irrigation.
3 1	58 2 26	50 1 29	203 3 16	92 17 7	119 0 3	119 0 3	Do. do. do.
1 30	38 3 16	61 3 4	223 0 10	236 18 5	246 8 5	246 8 5	A large supply of manuring clay, but no streams for irrigation.
2 13	192 3 12	176 1 2	694 2 27	507 7 8	562 2 5	562 2 5	
3 1	35 3 29	27 2 26	67 1 16	37 5 4	43 15 2	43 15 2	No streams by which to irrigate these lands.
0	17 1 23	18 2 11	35 3 34	8 15 1	10 9 11	10 9 11	No streams for irrigation.
1 30	59 1 8	84 0 24	171 3 22	94 11 2	112 19 10	112 19 10	A great deal of valuable shell marl and blue clay; no streams for irrigation.
15	164 3 38	23 0 11	213 0 24	195 6 1	212 4 4	212 4 4	Plenty of manuring clay can be had, but there are no streams for irrigation.
3 13	118 3 11	30 3 25	175 2 9	203 12 1	220 13 0	220 13 0	Abundance of white shell marl and clay, but no streams for irrigation.
0	0 0 0	24 0 31	24 0 31	11 7 7	12 6 0	12 6 0	No streams by which to irrigate these lands.
0	9 3 25	3 1 15	18 1 0	10 10 3	13 5 0	13 5 0	Shell marl; no streams for irrigation.
2 23	54 0 4	16 2 25	72 1 12	48 12 2	55 8 6	55 8 6	Shell marl, from 4 to 6 feet under surface, but no streams for irrigation.
2 3	103 0 5	107 3 9	218 1 17	120 7 5	143 19 2	157 14 1	White shell marl and blue clay; a few streams fit for irrigation.
3 38	16 0 9	4 0 2	41 0 9	30 17 9	33 4 0	33 4 0	Plenty of clay for manuring, but no streams for irrigation.
2 39	42 2 14	17 3 9	107 0 22	85 16 10	94 18 8	94 18 8	Plenty of clay for manuring, but no streams for irrigation.
2 30	26 2 25	14 1 22	53 2 37	42 0 5	53 12 5	68 18 8	Plenty of manuring clay occurs; and one stream that may be used for irrigation.
2 32	648 2 31	372 2 10	1198 3 33	889 2 2	1006 16 0	1035 17 2	
0 15	29 3 34	71 3 14	101 3 23	69 4 10	80 10 5	80 10 5	There is plenty of shell marl and blue clay, but no streams for irrigation.
0 13	35 2 22	102 3 3	314 1 38	210 1 1	249 16 4	249 16 4	A great deal of shell marl and blue clay, but no streams for irrigation.
0 28	65 2 16	174 2 17	416 1 21	279 5 11	330 6 9	330 6 9	

ABSTRACT of Valuation of the CALLOWS along the SHANNON, between LOUGH DERG and ATHLONE, and of that portion of the SUCK, b

COUNTY.	BARONY.	PARISH.	TOWNLAND.	NATURE OF SOIL, &c.
Westmeath, *Continued,*	Brawny,	St. Mary's,	Anker's Bower, - -	All a peaty and boggy soil, partly arable and pasture.
,,	,,	,,	Athlone, - - -	Good clayey land, a small portion is peaty.
,,	,,	,,	Ballygowlane, - -	Some pretty good clayey loam, graduating into a and boggy soil, near upper verge.
,,	,,	,,	Carrickobryen, - -	A large proportion is a peaty clay soil, the rest c inclines to bog.
,,	,,	,,	Cloonbonny, - -	Diversified clayey-peaty land in meadow, with tion of stony soil in pasture.
,,	,,	,,	Golden Island, - -	A considerable tract of cold peaty clay soil, th peaty and inclining to bog.
,,	,,	,,	Golden Island, Kilmaine, -	Mostly a peaty clay soil, part boggy, a small p a good clay loam.
,,	,,	,,	Golden Island, St. George, -	A small portion of the soil is clay, but it is m peaty.
,,	,,	,,	Shrameen, - - -	A clayey soil near river, graduating into a bogg near upper verge.
				Total of this part of the Parish of St. Ma

RECAPITULATION, SHOWING THE CONTENT AND VALUATION OF THE CALLOWS OF THE RESPECT BARONIES.

COUNTY.	BARONY.	Lands usually Flooded 6 Months in the Year.			Lands usually Flooded 3 Months in the Year.			Lands usually Flooded for a shorter period than 3 Months in the Year.			TOTAL OF AREAS.			PRESENT ANNUAL VALUE.			Probable Annual Value were the Waters confined to proposed level.			Probable A Value, shoul available St be applied Irrigating o
		A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	£	s.	d.	£	s.	d.	£
Galway, -	Cloonmacnoon,	0	1	31	30	2	14	105	0	2	136	0	7	108	5	5	127	15	6	127 1
Do. -	Longford, -	2138	3	11	1436	2	37	1235	1	31	4810	3	39	3689	8	7	4204	6	2	4396 1
Roscommon, -	Athlone, -	347	1	30	886	1	14	563	3	11	1797	2	15	1329	8	8	1563	13	1	1580 1
Do. -	Moycarne, -	321	0	20	626	3	12	429	0	30	1377	0	22	1080	17	2	1294	6	11	1459 1
Tipperary, -	Lower Ormond,	1165	1	29	553	3	20	788	0	23	2507	1	32	2108	16	0	2293	16	8	2413
King's County,	Garrycastle, -	1495	1	4	1446	3	26	1533	2	6	4475	2	36	3464	15	4	4010	4	3	4039
Westmeath, -	Brawney, -	211	0	25	106	0	14	119	2	28	436	3	27	365	9	5	437	8	1	437
Do. -	Clonlonan, -	176	0	28	65	2	16	174	2	17	416	1	21	279	5	11	330	6	9	330
Total of the Callows of the Baronies,		5855	3	18	5152	3	33	4949	1	28	15958	0	39	12426	6	6	14261	17	5	14785

SUMMARY.

COUNTY.	Lands usually Flooded 6 Months in the Year.			Lands usually Flooded 3 Months in the Year.			Lands usually Flooded for a shorter period than 3 Months in the Year.			TOTAL OF AREAS.			PRESENT ANNUAL VALUE.			Probable Annual Value were the Waters confined to proposed level.			Probable A Value, shou available S be applied Irrigating o
	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	£	s.	d.	£	s.	d.	£ s
Galway, - - -	2139	1	2	1467	1	11	1340	1	33	4947	0	6	3797	14	0	4332	1	8	4524 1
Roscommon, . - -	668	2	10	1513	0	26	993	0	1	3174	2	37	2410	5	10	2858	0	0	3040
Tipperary, - - -	1165	1	29	553	3	20	788	0	23	2507	1	32	2108	16	0	2293	16	8	2413
King's County, - -	1495	1	4	1446	3	26	1533	2	6	4475	2	36	3464	15	4	4010	4	3	4039
Westmeath, - -	387	1	13	171	2	30	294	1	5	853	1	8	644	15	4	767	14	10	767 1
Total, - - -	5855	3	18	5152	3	33	4949	1	28	15958	0	39	12426	6	6	14261	17	5	14785

SAMUEL NICHOLSON,
CIVIL ENGINEER AND LAND VALUATO

DUBLIN, 16*th January*, 1839.

...BOY MILL and the SHANNON; with their Probable Value were the waters confined to the level recommended by the Commissioners.—*Continued.*

...ds usually ...ed 6 Months ...the Year.	Lands usually Flooded 3 Months in the Year.	Lands usually Flooded for a shorter period than 3 Months in the Year.	TOTAL OF AREAS.	PRESENT ANNUAL VALUE.	Probable Annual Value were the waters confined to proposed level.	Probable Annual Value, should their available Streams be applied to the Irrigating of them.	Observations respecting Manures, and such Streams as may be applied to the purposes of Irrigation, after the Improvements shall have been made.
R. F.	A. R. P.	A. R. P.	A. R. P.	£ s. d.	£ s. d.	£ s. d.	
0 0	0 0 31	13 1 13	13 2 4	9 2 7	11 9 11	11 9 11	No streams suitable for irrigation.
2 32	0 1 21	4 0 18	6 0 31	17 0 8	17 19 3	17 19 3	No streams to irrigate these lands.
0 8	2 3 30	3 0 25	31 0 23	24 6 3	29 11 0	29 11 0	Abundance of shell marl and clay occurs, but no streams for irrigation.
1 32	15 2 11	16 2 34	97 2 37	68 5 10	84 14 6	84 14 6	Plenty of shell marl and clay, but no streams for irrigation.
3 35	29 0 1	45 0 22	122 0 18	83 11 0	94 5 10	94 5 10	A great deal of shell marl and blue clay occurs, but no streams for irrigation.
2 31	23 2 5	26 1 19	83 2 15	68 9 11	85 6 8	85 6 8	Plenty of shell marl and clay occurs, but no streams for irrigation.
1 0	25 1 14	5 1 20	55 3 34	72 18 7	87 9 7	87 9 7	Plenty of shell marl and manuring clay, but no streams for irrigation.
0 0	7 2 26	3 2 36	11 1 22	11 7 3	14 1 9	14 1 9	Shell marl lies under these Callows, but no streams suitable for irrigation.
0 7	1 1 35	1 3 1	15 1 3	10 7 4	12 9 7	12 9 7	A great deal of valuable clay and shell marl occurs; no streams for irrigation.
0 25	106 0 14	119 2 28	436 3 27	365 9 5	437 8 1	437 8 1	

LIST OF PLANS

(NOT FORWARDED WITH THE REPORT)

HAVING REFERENCE TO THE SCHEDULES OF THE

CALLOW LANDS BETWEEN LOUGH DERG AND ATHLONE,

INCLUDING THOSE ON THE

LOWER BRUSNA, LUSMAGH, AND SUCK RIVERS.

Scale of Plans, 12 Inches to the Mile.

Letter and No. of Plan.	Portion of the District to which the Plan refers.	Dimensions of Plan.	Page of Schedule where the Valuation will be found.
		Ft. In. Ft. In.	
V. 1	Lough Derg to Long Island, - - - -	6 10½ by 2 7	2 and 6
V. 2	Long Island to Meelick, - - - - -	6 2 — 3 0	2 and 6
V. 3	Meelick to Banagher, - - - - -	6 0 — 3 6	2 – 6 and 8
V. 4	Banagher to Shannon Bridge, - - -	8 0 — 5 0	2 and 8
V. 5	Shannon Bridge to Coolnaginey, - - -	9 1 — 4 4	4 and 8
V. 6	Coolnaginey to Athlone, - - - - -	6 0 — 4 9	4 – 8 and 10
V. 7	River Suck, from the River Shannon to Poolboy Mill,	7 6 — 4 0	2 and 4
V. 8	Lusmagh River, from Banagher lower Road to All-Saint's-Well Road, - - - -	4 1 — 2 9	6
V. 9	Lower Brusna River, from the River Shannon to New Bridge, - - - - -	6 4 — 2 6	6
	DETACHED PORTIONS.		
V. 10	Upper portion of Lough Derg, County Galway, being the Townlands of Kylenamelly, Sragh, Cloondagauve, Bauntia, Cloonellaun, and a portion of Portumna Demesne, - - - - -	3 4 — 2 3	2
V. 11	Between Dromina and Kilgarvan, upon Lough Derg, County Tipperary, - - - -	2 2¼ — 1 8	6
V. 12	The Townlands of Slavire, Terryglass, and part of Muckloon, upon Lough Derg, Co. of Tipperary,	2 6 — 1 9	6
V. 13	The remainder of Muckloon, all Firmount, Ballyquirk, Annagh, and part of Lahinch, and Derry-Island, on Lough Derg, County of Tipperary,	2 6 — 1 9½	6

NOTE.—The lands delineated on Plans 1 to 9, have all been valued.
Of those delineated on Plan 10, only the portion of Portumna Demesne has been valued.
Of those delineated on Plan 11, only Dromina has been valued.
The whole of the lands delineated on Plans 12 and 13 have been valued.

APPENDIX C.

GRAND CANAL COMPANY.

No. 1.

Appendix C.

No. 1.

Letter from Shannon Commissioners to Secretary of Grand Canal Company.

SHANNON COMMISSION, CUSTOM HOUSE, *November* 8, 1838.

SIR,—The Commissioners for the Improvement of the Shannon request to be informed whether the Directors of the Grand Canal Company are desirous of making any further Statement to them, previous to their next Report to the Treasury, which may very probably be the last.

We have the honor to be, Sir, your obedient Servants,

(Signed) J. F. BURGOYNE.
HARRY D. JONES.
RICHARD GRIFFITH.

John M'Mullen, Esq., Secretary Grand Canal Company.

No. 2.

No. 2.

Letter from Secretary of Grand Canal Co. to the Shannon Commissioners.

GRAND CANAL HOUSE, WILLIAM-STREET, 10*th November*, 1838.

GENTLEMEN,—I am desired by the Directors of the Grand Canal to acknowledge the receipt of your Letter, 8th instant, requesting to be informed whether or not the Directors are desirous of making any further statements to you, previous to your next Report to the Treasury, which may probably be the last; and I am, in reply, directed to acquaint you, that the Directors are most anxious to have an opportunity of submitting to your consideration, various important facts and documents bearing upon their case: the substance of these they had, previous to the receipt of your Letter, embodied in a Memorial to the Lords of the Treasury, which was this day forwarded to their Lordships, and of which I am directed to transmit you a copy. It has appeared to the Board probable that this Memorial will be referred to you; but however this may be, it is their wish that you will be pleased to consider the statements it contains as, in substance, their reply to your Letter, and they will be ready, in any case, to lay before you such accounts and documents as appear to them sufficient to sustain the allegations contained in their Memorial, or which you may think proper to call for.

I have the honor to be, Gentlemen, your most obedient Servant,

JOHN M'MULLEN.

To the Commissioners for the Improvement of the Shannon.

No. 3.

COPY OF THE MEMORIAL OF THE COURT OF DIRECTORS OF THE GRAND CANAL, ON BEHALF OF THE COMPANY, TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY.

No. 3.

Memorial from the Grand Canal Co. to the Lords of the Treasury.

HUMBLY SHEWETH—That an Act was passed in the 5th and 6th years of the reign of His late Majesty, for the Improvement of the Navigation of the River Shannon.

That the said Act, after reciting that the improvement of the navigation of the said River would materially contribute to the prosperity of Ireland, and that it would be expedient that the expense thereof should be defrayed in the manner therein pointed out, proceeds to direct that Commissioners shall be appointed by your Lordships for carrying the said Act into execution.

That the said Act authorizes the said Commissioners to ascertain and determine, What Lands, Tenements, and Hereditaments shall be taken for the purposes of said Act; and to adjudicate and award upon all claims preferred by the owners thereof; and that after hearing evidence, they shall amend or confirm, and finally settle each such award and adjudication accordingly.

That from the earliest periods, when the improvement of the inland navigation of Ireland was brought under the consideration of the Legislature and the Government, two great objects appear to have been, beyond all others, steadily kept in view, namely, first, to render the River Shannon completely navigable; and, secondly, to connect the Shannon with the City of Dublin by a Canal.

2 Geo. I., c. 12.
8 Geo. I., c. 6.
8 Geo. II., c. 3.
23 Geo. II., c. 5.
25 Geo. II., c. 10.
29 Geo. II., c. 10.
7 Geo. III., c. 26.

That for the accomplishment of these objects various Statutes have been enacted, some of which provided permanent funds for this and other works of inland navigation, but, from the tenor of all which, it is clearly manifest that the Legislature regarded these two great undertakings as being inseparably connected, and, in fact, as one and the same work.

That under the authority of these Acts, Commissioners were appointed, and the objects of the Legislature, especially the making of a Canal from Dublin to the Shannon, were prosecuted at great expense, for several years; at length, however, after repeated failures, and apparently in despair of its success, the Canal was, in the year 1772, handed over to the present Grand Canal Company—the effort to complete the navigation of the Shannon being retained within the control of Government Commissioners.

11 & 12 Geo. III., c. 31.

Appendix C.

No. 3.

Memorial from the Grand Canal Co. to the Lords of the Treasury.

That by the Act 29 Geo. III., cap. 33, £57,000 was granted to the Grand Canal Company, for the purpose of completing their Canal to the Shannon, but on condition that they should contribute double that amount from their own funds, and that as soon as the Limerick Navigation was completed, one-half only of the authorized legal tolls should be levied on Corn, Flour, Meal, and Malt, brought from the southward of Portumna by the Grand Canal to Dublin.

29 Geo. III., c. 33.

That the undertaking, thereupon entered into by the Company, to complete the Canal, conformably to the wishes of the Legislature, was, in the sequel, strictly fulfilled, but at an enormous expense; entailing upon the Company the most ruinous consequences; compelling them to carry the Navigation through a district of unproductive bogs, and thus to renounce the certain and immediate advantages which would have resulted to them from a southern extension.

27 Geo. III., c. 30.

That by the 27th Geo. III., cap. 30, new Commissioners were appointed to promote and carry on the Shannon Navigation; but this work, under the fluctuating and ill-adapted authority of these Commissioners, and, subsequently, of the Directors-General of Inland Navigation (appointed by the Act 40 Geo. III., cap. 51) so entirely failed of success, that when the Grand Canal had, at length, reached the Shannon, the navigation of that River was found in such an imperfect condition as to render it wholly unavailable for the trade which the Company had expected to create upon it, and which they had calculated upon as the reward of all their past exertions and sacrifices.

That the Company, under these circumstances, set about the improvement of the Navigation at their own expense; but the Directors-General, deeming this interference an infringement of their jurisdiction, compelled the Company, in 1806, to discontinue those improvements, and afterwards to enter into a contract with them (on such terms as they chose to dictate), for rendering navigable that portion of the River between Lough Derg and Lough Ree. As the contribution of Government towards this object, it was agreed that the Company should receive the sum of £54,884; and it has been since satisfactorily shown, that they expended upon the work, over and above this sum of £54,884, out of their own funds, no less than £30,222 19*s*. 7*d*.

That this contract was performed by the Company to the perfect satisfaction of the Directors-General, of their Engineer, and of the Government, is testified by the published proceedings of that Board, to which Memorialists humbly refer; and the Company were, on the 22nd December, 1810, put into full legal possession of the Navigation, with the right of levying thereon certain stipulated rates of toll; and they have since continued in the possession of the same, and of the right to levy such tolls accordingly.

That in the said contract it was, on the part of the Directors-General, stipulated that the water of said Navigation should be, at all times, maintained by the Company at certain regulated depths, that is to say, that there should be on the sills of the locks, six feet water, and throughout the Navigation six feet six inches; which stipulation was introduced by the Directors-General with a view that boats of large dimensions, and drawing five feet six inches, should be employed on the Navigation.

That these views of the Directors-General were, in the sequel, (in reference at least to the trade then existing,) shown to be altogether founded in error; inasmuch as the depth of water on the sills of the locks of both the Royal and Grand Canals was only five feet, and boats were strictly prohibited from plying on either of these Canals at depths exceeding four feet six inches; and as by far the greater part of the trade then carried on the Shannon Navigation passed through either of these Canals; and, as the employment of a larger class of boats on the Shannon, than could pass through the Canals, would have entailed the delay, cost, and risk of trans-shipment, the boats used on the Shannon continued to be such only as were adapted to the Canals; in consequence whereof the maintenance of any extra depth of water on the Shannon Navigation was found altogether useless and unnecessary, and, by the common consent of all parties, gradually fell into disuse.

That (with the allowance due to these peculiar circumstances) the Directors can unhesitatingly assert, that the Navigation was, during the period now referred to, maintained in a good and effective working condition, to the satisfaction of the persons then trading upon it.

That about the year 1825, when steam power began to be generally applied to navigation, the public attention was turned to the propriety of employing steam tow-boats on the Shannon, but for which, it was immediately manifest, the Navigation was not then adapted.

That considerable impatience was, in consequence, manifested by various parties more or less interested; and although there was still considerable doubt in the minds of the best informed persons, as to the applicability of steam power to the proposed object (the first experiments having been, in a majority of cases, total failures), considerable clamour was, nevertheless, raised against the Grand Canal Company, and against the Directors, and it was not only asserted, in opposition to the fact, that, if the Company had acted up to the letter of their contract, and that the stipulated depth of water had been maintained throughout the Navigation, it would have been then found in a state completely adapted to the introduction of steam tow-boats, but it was also further alleged, that the Company by having allowed this part of the contract to fall into disuse, had (notwithstanding the perfect notoriety of the facts just stated) been guilty of such a wilful and culpable neglect of their duty, and of the public interests, as was sufficient to justify the Legislature in at once summarily depriving them of their vested interests and property in the Navigation.

That the Commissioners appointed by your Lordships under the Act 5 and 6 William IV., having proceeded to discharge the duties confided to them, presented to your Lordships a Report, dated the 5th December, 1837, in which your Memorialists find that the Commissioners, influenced, as your Memorialists have too much reason to apprehend, more or less by the views and allegations already adverted to, and, as your Memorialists respectfully submit, without a sufficient investigation of the subject, not alone recommended that the Navigation should be taken out of the hands of the Company, but they added, that "the Company derive no revenue from it, and that their interest in it must be considered as nothing." In their Third Report, dated May 24th, 1838, the Commissioners repeat their recommendation, that the Company should be deprived of the Navigation, and award, in conformity with their previous Report, a nominal compensation of £5, for the Company's interest in it.

That your Memorialists beg leave earnestly to assure your Lordships that they are far from imputing to the Commissioners the slightest intention to do any wrong whatever to your Memorialists, but they only discharge the duty which they owe to themselves, and to the interests intrusted to their care, in contending and in distinctly undertaking to prove, that the Commissioners have, in their adjudication upon this question, been altogether led into error.

That your Memorialists, with all respect, deny that there has been, on the part of the Company,

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No. 3.
Memorial from the Grand Canal Co. to the Lords of the Treasury.

any intentional, or mischevious, or culpable neglect, in respect to the maintenance of the Shannon Navigation, nor, in fact, any important neglect whatever.

That your Memorialists submit that the Directors of the Grand Canal were accountable to the Directors-General of Inland Navigation, and, subsequently, to the Commissioners of Public Works; that frequent surveys of the Navigation and of the works were made under the orders of the Directors-General; and your Memorialists aver, that no complaint of inattention or neglect, on the part of the Company, was ever, to their knowledge, made to them either by the Directors-General or the Board of Works, on any occasion.

That all Traders and Boat Owners, as well as the Public in general, were well aware that there existed, on the part of these Boards, a control over your Memorialists in respect to the Shannon Navigation; but your Memorialists are not aware, nor have they ever heard, that any appeal was, in consequence, or in respect of any alleged grievance or injury, ever made to either of them.

That it never has been alleged, as far as your Memorialists are at all aware, that wreck of boats, or loss of property, or unusual obstruction of the trade occured in consequence of neglect or inattention on the part of the Company or the Directors.

That your Memorialists admit, that on the introduction of Steam Tow Boats, complaints were made that the Navigation was not in a state suitable for such boats; but your Memorialists are prepared to show that they did, without unreasonable delay, and at very great expense, proceed to make such alterations in the Navigation and the works, as effectually to remove any just cause of complaint in this respect; and the Directors are enabled to state that the Navigation has ever since been in a thoroughly good and effective working condition.

Your Memorialists, under these several circumstances, trust your Lordships will clearly see that there has been no intentional, or culpable, or mischievous neglect of the Navigation, from which it could by possibility be argued that they ought to be deprived of their vested rights and property in it; on the contrary, your Memorialists are prepared to show that the Company was at all times ready to attend to any suggestions having in view the improvement of the Navigation, and that they never hesitated to direct the instant repair of any injury to the works, or to favour the introduction of any improvement which was shown to be proper or necessary.

That your Memorialists humbly submit that the error into which the Commissioners have fallen, in concluding that the Company have no beneficial interest in the Navigation, has occurred chiefly from the following causes, viz.:—

That Memorialists having been called on by the Commissioners, on the 1st August, 1836, to furnish returns of the Company's Receipts and Expenditure on account of the Shannon Navigation for the preceding seven years, did accordingly furnish the same; which returns are printed in the Appendix to the Second Report of the Commissioners.

That Memorialists suppossing that a very full and a very minute inquiry into all the details of the case should have taken place, did not, at the time, add to these returns certain explanations which, they admit, were indispensable to have enabled the Commissioners thoroughly to understand this part of the subject.

That it was intended by your Memorialists to have called the particular attention of the Commissioners (had an opportunity to do so occurred) to the important fact that the years to which the returns in question were limited, had been those in which the very heavy expense and outlay incurred in adapting the Navigation to the Steam Boats recently introduced upon it had taken place; and that a reference, either to previous or to succeeding years, would have shown, and will now show, that the ordinary average expense of maintaining the Navigation, was greatly inferior to that incurred in the years set forth in the returns; and that those years could not, nor ought not to be taken as showing the ordinary average expense, but quite the contrary.

That such expense was, in previous years, much less than in those now referred to, and has ever since been gradually decreasing, as will clearly appear from reference to the Accounts of the Company. That in proof of such decrease, it may be stated that in the year ended 28th February, 1836, the last of the years set forth in the said returns so referred to, such expense of the maintenance of the Navigation amounted to £669 1*s*. 2*d*., while in the half year ended 31st August last, it was reduced to £43 13*s*. 9*d*., as is shown in the Company's published half-yearly Account, verified on oath, a copy of which is herewith humbly submitted—the effective working condition of the Navigation being at the same time thoroughly maintained. Memorialists beg leave also to submit a return of the sums expended by the Company, in the maintenance of the Navigation, since the year 1821 to the present time, from which it will be be seen that the entire expense so incurred during that period, including the extraordinary outlay hereinbefore referred to, barely exceeds £200 a-year.

That in the Accounts, so previously submitted, your Memorialists have discovered that they had, inadvertently, omitted to set forth the sums received annually by the Company for ground rents, amounting at present to about £50 a-year, and which, had not your Memorialists, under existing circumstances, refused to grant any leases whatever, would now amount to £100 a-year and upwards.

That another source of error into which the Commissioners have been so led, arises from the circumstance that the Company have discontinued the actual direct levy of toll at any of their stations on the Shannon, for commodities passing onward from the Shannon, through the Grand Canal, to Dublin; or conveyed from Dublin, by the Canal, to or through the Shannon; the entire toll to which the Company is entitled, both for the Shannon Navigation and the Canal, being, in all such cases, levied at the Canal Harbour in Dublin; and, as it had never entered into the contemplation of the Directors that they could, at any time, be called on to state the accounts of the Shannon Navigation apart from those of the Grand Canal, (having always regarded both as being equally and inalienably the property of the Company,) or to apportion to each, severally, the revenue which they yielded conjointly, it had not been deemed necessary that such separate accounts should be kept; but it surely ought not to be assumed, that because a fixed rate of toll is levied at James's-street Harbour, on all goods passing from Portumna, or from Athlone, through the Canal to Dublin, that the Shannon Navigation, as a distinct account, should not have credit for a rateable proportion of the amount of toll, levied for an entire given distance, of which that Navigation forms so considerable a part.

That it cannot fail to be evident to your Lordships, in respect to this very important part of the case of your Memorialists, that it must have been, under the circumstances, wholly indifferent to the Company when a reduction of the rate of toll on a commodity, carried, for instance, from Lough Derg or Lough Ree to Dublin, became necessary, whether or not the Comapny made that reduction

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Memorial from the Grand Canal Co. to the Lords of the Treasury.

by at once sacrificing the entire toll they had theretofore levied on the Shannon, preserving inviolate that which they levied on the Canal; or, whether, on the other hand, they preserved the Shannon toll entire, and abandoned an equivalent portion of that levied for the Grand Canal; or whether, as perhaps the most correct of the alternatives open to them, they apportioned the reduction, on a principle of strict accuracy, between the Shannon and the Canal tolls. In some of those instances on which the Commissioners seem to have rested their conclusions, the case was that first above stated. The entire Shannon toll was surrendered, and the Canal toll in consequence maintained without reduction; but it surely cannot be assumed, as a consequence of this proceeding, that the Company derive no revenue from the Shannon Navigation, and have no interest in it: it is, on the contrary, quite clear that their interest in the Shannon Navigation is reduced in no greater relative proportion than their interest in the Canal, and that in proportion to the sum of the joint values of the two Navigations, the relative value of each remains the same.

That your Memorialists, in referring, at so much length, to this portion of the subject, humbly submit, that it is clearly manifest, that if the dominion of the Shannon Navigation shall be withdrawn from your Memorialists, and that tolls for the maintenance of it shall be levied under a new and distinct authority, either your Memorialists must reduce the rate of toll, now levied, to the extent of the new Shannon rates, or the commodities carried, must, to that amount, be subject to a new additional toll; and that, should the conveyance of any such commodity, so to be subjected to such additional rate, prove to be already so highly rated that no further charge can be borne by it, it manifestly follows, either that the trade in such a commodity must be altogether lost to the Canal, or that the Company must, to the extent of the new rate, reduce their present charge, and consequently, by so much, diminish their existing available revenues, now affected only by the moderate annual charge for the maintenance of the works.

That your Memorialists humbly submit that they are, from these and from various other important circumstances and causes, with which they will not now presume to detain your Lordships, prepared to show the great value and importance of the Shannon Navigation to the interests of the Company; and that they are at present receiving, and might reasonably calculate upon continuing to receive from it, for all time hereafter, a large and steadily increasing clear annual surplus revenue; but as the proof of this necessarily involves reference to their accounts, they respectfully tender such accounts for reference accordingly.

That Memorialists further humbly, but earnestly, submit to the consideration of your Lordships, that notwithstanding the aforesaid award of the Commissioners was, as clearly appears to your Memorialists, made under an entire misapprehension of the merits of the case, and under views and circumstances most unfavourable to your Memorialists, still that the said Commissioners did nevertheless, and under the circumstances aforesaid, recommended to your Lordships a further and more favourable consideration of the claims of your Memorialists, in the terms following, for which Memorialists humbly refer to the reports of said Commissioners, viz.:—

"We cannot hesitate in recommending to the most favourable consideration of the Legislature, any encourage-"ment that can be given to so very important a National work as the Grand Canal," &c.—Commissioners' Second Report page 14.

And further,

"As, however, the Company have expended a considerable sum of money on this line of Navigation, which was "in a great degree forced upon them, from views connected with the general advantage of the country, while, for "their own peculiar benefit, their efforts might have been better directed to other points; and as they have always "contemplated certain advantages from the possession of the Navigation of the Middle Shannon, we cannot refrain "from expressing our opinion, that, in being thus forcibly deprived of it, the Company have strong claims upon "the Public for every concession that can reasonably be made to it."—Third Report, page 7.

That Memorialists further humbly represent to your Lordships, that it was with great reluctance they felt themselves compelled, in the discharge of their duty to the Company, to interfere, or in any way to impede measures brought forward by the Government, for the improvement of the Navigation of the Shannon. They are, they beg to assure your Lordships, most anxious, by every means consistent with the discharge of their duty, to aid in every judicious measure for the accomplishment of that object; and they can with great satisfaction refer to the exertions and sacrifices the Company have repeatedly made to promote both the carrying and the passenger trade on the Navigation. In order to encourage the establishment of Steam Boats on the river, they, at once, rendered them free of all toll; and they, at the same time, permitted the sea-coal consumed in these Steamers, to be brought from Dublin, by the Canal, also free of toll. The rate which they at present charge on Corn and Corn produce, brought by Steamers throughout the entire Shannon Navigation, and afterwards by Canal to the river Liffey, in no case exceeds *5s.* per ton, and for extreme distances, has been further reduced to *3s. 6d.*, and for exportation even to *3s.* per ton; a rate, the moderation of which is probably without a parallel in the management of Canal Navigation throughout the United Kingdom. They allow the City of Dublin Steam Company a bounty of *2s. 6d.*, (in addition to the fares charged by that Company) for each passenger carried by them on the Shannon to or from the Company's Passage Boats at Shannon Harbour; a relative amount of encouragement for which also it would probably be difficult to find a precedent. Altogether, your Memorialists have the satisfaction of well knowing (whatever may have been asserted to the contrary) that it is, beyond all other existing circumstances, to the extraordinary liberality, in these and various other respects, of the Grand Canal Company, that the present advanced condition of Steam conveyance, both for goods and passengers, on the Shannon, is to be attributed.

That your Memorialists, however, do not desire to be understood as asserting that these and other important sacrifices have been made by them unconnected with a view to the future advancement of the interests of the Company. They had (not unreasonably) calculated that the foundations of a traffic would thus be laid, from which a more adequate remuneration might hereafter be obtained; and they admit that their prospects are, even in this respect, most encouraging.

That similar fortunate results seemed equally to await the Company, from the introduction of Steam upon the Navigation; an event which, however accidental it might be considered as regarded their connexion with the Shannon, was nevertheless one to the full benefits of which they were in all equity clearly entitled.

Appendix C.

No. 3.

Memorial from the Grand Canal Co. to the Lords of the Treasury.

That under all these circumstances Memorialists trust that your Lordships will see, with the Commissioners, the very great hardship to which the Company are subjected, in being thus forcibly deprived of their property, and the extreme severity of their disappointment in being compelled to forego those important advantages which, after a long period of patient perseverance, they were manifestly on the point of realizing.

That your Memorialists, if they might, without undue presumption, seek to draw the attention of your Lordships to consequences inevitably growing out of this case, connected however less immediately with the interests of the Grand Canal Company than with those of the public, would earnestly entreat your Lordships to consider how dangerous would be the precedent, which would be clearly established, if the award of the Commissioners should be carried into effect, and that the Company, under the circumstances stated, should be thus forcibly deprived of their property. The desire of the Legislature and the Government to promote the investment of English capital in Ireland, and especially to encourage the investment of capital, whether English or Irish, in public works, for the improvement of Ireland, is beyond doubt. Nothing, your Memorialists however humbly submit, could be more decidedly calculated to frustrate these benevolent intentions, than a proceeding such as that now contemplated. The greatest of all inducements to invest capital in public works, is the unlimited confidence of the public, that every immunity or advantage guaranteed by, or under the authority of Parliament, is inviolable. If, then, the Grand Canal Company were to be arbitrarily, and without compensation, deprived of an important line of Navigation, solemnly conveyed to them by deed, under the seals of Commissioners appointed by the express authority of an Act of Parliament, and with the full sanction of the Executive, and on which it had been shown that they had expended (under the direction of the most eminent Engineers of that day) upwards of Thirty Thousand Pounds of their own money; and that this deprivation should be enforced on the mere allegation that a neglect had taken place in the performance of certain covenants, to watch over and to compel the strict fulfilment of which Commissioners had been duly appointed, and, as to any neglect of which, those Commissioners had never even alleged a complaint; and if all this were to be further done under circumstances altogether unprecedented—without reference to the ordinary legal tribunals, or the common law right of appeal to a Jury—it would, in the judgment of your Memorialists, be impossible to imagine a case more thoroughly calculated to shake all confidence in the securities now or hereafter to be proffered for the investment of capital in public works in Ireland, or likely more effectually or permanently to frustrate the beneficent intentions of the Legislature and the Government in this respect.

That your Memorialists are not unaware of the heavy expense which must be incurred in prosecuting the proposed improvements of the Shannon Navigation, and the consequent large demands likely to be made on Her Majesty's Treasury; and with a view to obviate, as far as in their power, any difficulty which might be felt, if the large sum—which they humbly conceive the Company would, on a full re-consideration of their case be entitled to, as compensation—should be added to the amount which will otherwise be unavoidably necessary, they venture humbly to suggest to your Lordships, as a means of satisfying the just claims of the Company, without at the same time increasing the demand for public aid, that in the event of the Grand Canal Company being called on to surrender the control of the Shannon Navigation, and on their abandoning all claim for their beforementioned expenditure of 30,222*l.* 19*s.* 7*d.* upon it, the three last extensions of the Canal to Ballinasloe, Mountmellick, and Kilbeggan, should be unreservedly assigned to the Company. They humbly represent that the net revenue at present derived from these branches, applicable to the payment of the sums advanced by the Loan Fund Commissioners for making them, has been for several years past, and is likely to be for a long time yet to come, inconsiderable; as by reference to their accounts, and to the Commissioners of Public Works in Ireland, will more fully appear; and also that the claim of the Company upon the favourable consideration of your Lordships, in this respect, is, as they humbly conceive, still further strengthened by their having expended upon the formation of these Branch Canals, over and above the loans granted by Government for this purpose, sums amounting in all to upwards of 10,000*l.*

Memorialists therefore humbly pray that your Lordships will be pleased to direct that the case of the Grand Canal Company may be carefully re-investigated, and that an opportunity may thus be afforded to your Memorialists to show the important and valuable interest of the Company in the Shannon Navigation; and that your Lordships will be pleased to take into your serious consideration the propriety of assigning to the Company, in satisfaction of their just claims in this respect, the said Branch Canals, or that such other compensation or relief, in the premises, may be granted to them, as shall, on due consideration, be deemed just and reasonable.

And your Memorialists as in duty bound will ever pray.

By order of the Court of Directors,

(Signed) JOHN M'MULLEN, Secretary to the Company.

Grand Canal House, 10th November, 1838.

Appendix C.

No. 4.

Expenses for Maintaining the Shannon Navigation for 17 years.

No. 4.

Return of the Ordinary and Extraordinary Expenses of Maintaining the Shannon Navigation, including the Salaries of the Lock-Keepers, &c. for Seventeen Years, ended the 31st August, 1838.

Half Year ended.	Total Expenses. £ s. d.	Extraordinary Expenses.	£ s. d.	Ordinary Expenses. £ s. d.
28th February, 1822,	63 19 10	——	——	63 19 10
31st August, –	66 0 9	——	——	66 0 9
28th February, 1823,	77 9 9	——	——	77 9 9
31st August, –	101 7 4	——	——	101 7 4
28th February, 1824,	57 3 7	——	——	57 3 7
31st August, –	34 17 0	——	——	34 17 0
28th February, 1825,	48 12 0	——	——	48 12 0
31st August, –	28 16 0	——	——	28 16 0
28th February, 1826,	42 14 10	——	——	42 14 10
31st August, –	40 4 1	——	——	40 4 1
28th February, 1827,	30 19 6	——	——	30 19 6
31st August, –	88 8 1	——	——	88 8 1
28th February, 1828,	49 3 0	——	——	49 3 0
31st August, –	21 15 5	——	——	21 15 5
28th February, 1829,	64 15 7	——	——	64 15 7
31st August, –	104 7 11	New Beacons, - - - - -	12 10 0	91 17 11
28th February, 1830,	59 11 0	——	——	59 11 0
31st August, –	92 11 0	Turning Bridge at Banagher, - -	60 0 0	32 11 0
28th February, 1831,	40 10 10	——	——	40 10 10
31st August, –	156 19 0	New Beacons, - - - - -	130 0 0	26 19 0
28th February, 1832,	194 9 7	——	——	194 9 7
31st August, –	60 14 8	——	——	60 14 8
28th February, 1833,	139 4 4	Of this, ought to have been to Ballinasloe Canal, charged to this Account in error,	100 0 0	39 4 4
31st August, –	149 5 10	——	60 0 0	89 5 10
28th February, 1834,	102 3 8	——	14 7 6	87 16 2
31st August, –	91 3 3	——	——	91 3 3
28th February, 1835,	265 5 2	New Beacons, - - - - -	158 10 4	106 14 10
31st August, –	203 15 7		——	203 15 7
28th February, 1836,	400 5 7	Extraordinary—Athlone Canal, £203 2 3 Beacon, - 85 2 1	288 4 4	112 1 3
31st August, –	115 6 10	——	——	115 6 10
28th February, 1837,	102 0 0	——	——	102 0 0
31st August, –	56 0 4	——	——	56 0 4
28th February, 1838,	329 12 4	Metal Turning Bridges, - £200 18 0 Advanced to Lock-Keeper, - 29 8 0	230 6 0	99 6 4
31st August, –	43 13 9	——		43 13 9
	3,523 7 5		1,053 18 2	
Deduct, having been brought in error, to this Account,	174 7 6	Deduct, having been brought in error, to this Account, - - -	174 7 6	
Total Expenditure, £	3,348 19 11	Total Extraordinary Expenses, - -	879 10 8	
Yearly Average, in all,	197 0 0	Total Ordinary Expenses, - -	- £	2,469 9 3
		* Yearly average of Ordinary Expenses,	- £	145 5 3

* This does not include the Salary to the Collector at Portumna, £65 per Annum.

Grand Canal House, *10th November*, 1838. John M'Mullen, *Secretary*.

No 5.

No. 5.

Letter from Shannon Commissioners to Secretary Grand Canal Co.

Shannon Commission, Custom-House, *December* 28, 1838.

Sir,—The Lords Commissioners of Her Majesty's Treasury having referred to the Commissioners for a report upon the Memorial of the Grand Canal Company, addressed to their Lordships in November last, with reference to the Report and Awards made by the Commissioners respecting the Grand Canal; and as it is necessary that the Commissioners should have a statement showing the amount of Shannon Tolls, apart from the Grand Canal Tolls, the Commissioners request to be furnished with the amount of the same for the last five Years; and if the exact sum cannot be given, it is requested that the nearest approximation to the amount received may be supplied as soon as convenient, in order that the Commissioners may make their report to the Treasury without further delay.

I remain Sir, your most obedient Servant,

E. Hornsby, *Acting Secretary*.

The Secretary, Grand Canal Company, William-street.

No. 6.

No. 6.

Letter from Secretary Grand Canal Co. to Shannon Commissioners.

Grand Canal House, William-street, *29th December*, 1838.

Sir,—I am desired by the Directors of the Grand Canal to acknowledge the receipt of your letter of the 28th inst., requesting that, for the purpose therein stated, the Commissioners for the Improvement of the Shannon may be furnished with a return, showing the amount to which the Grand Canal Company are entitled on the Shannon Navigation apart from the Grand Canal Tolls, for the last five years; and I am desired, in reply, to request that you will acquaint the Commissioners that a return such as they desire has been in preparation for some time past, in conformity with the intentions stated by the

Appendix C.

No. 6.
Letter from Secretary Grand Canal Co. to Shannon Commissioners.

Directors in their memorial to the Lords of the Treasury; and with a view to show the accuracy of the statements contained in that Memorial, the Directors did not deem it necessary, however, that this return should extend to a period so far back as five years. It is, however, nearly completed for the last two years and a half; and I am directed to say, that it shall, to this extent, be furnished to the Commissioners a very few days hence; and also, that should the Commissioners require a like return for the full antecedent period of five years, it shall be prepared as expeditiously as possible, but the Directors fear not without a delay of some weeks; and I am likewise directed to state, that any further explanation, or more minute particulars than the return in question may be found to contain, shall, if required by the Commissioners, be supplied with as little delay, and as much in detail as circumstances will permit.

I have the honor to be, Sir, your most obedient servant,

John M'Mullen, *Secretary.*

To E. Hornsby, Esq., Acting Secretary, Shannon Commission.

Return of the Trade of that part of the Shannon Navigation now under the direction and control of the Grand Canal Company; including the Tonnage of all Commodities carried on the Shannon, and also on the Grand Canal; the Tolls paid thereon, both for the Shannon Navigation and the Grand Canal; the number of Passengers conveyed on the Shannon, and from thence by the Grand Canal, with the amount of Fares received; together with a statement of the amount of Tolls to which the Company are entitled (pursuant to the terms on which the Shannon Navigation was made over to them by the Directors-General of Inland Navigation) on the Tonnage and Passengers so carried on the Shannon Navigation.

For the Half-Year ending.	Tonnage carried on the Shannon and Grand Canal.		Tonnage carried on the Shannon only.		Passengers carried on the Shannon and Grand Canal.	Passengers carried on the Shannon only.	Tolls paid on the Grand Canal.			Tolls paid on the Shannon only.			Fares paid on the Grand Canal, (Bounty to Steam Co. deducted.)			Fares paid on the Shannon only.	Tolls chargeable on the Shannon.			Fares chargeable on the Shannon.			Total Amount chargeable on the Shannon.*		
	Tons.	Cwt.	Tons.	Cwt.			£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.
31st Aug. 1836,	14,466	5	1,546	10	2,167	No return can be at present obtained, although the numbers are known to be very considerable.	3,793	8	0	93	2	5	536	0	6	No Returns.	526	13	11	92	2	9	618	16	8
28th Feb. 1837,	13,172	0	2,823	10	1,867		3,547	17	8	86	18	6	460	5	0		477	11	0	85	5	6	566	16	6
31st Aug. 1837,	12,200	15	1,987	5	3,396		3,306	10	3	90	17	3	943	0	0		493	7	0	156	4	8	649	11	8
28th Feb. 1838,	16,703	10	1,875	10	2,766		4,370	1	4	107	2	6	917	19	4		660	3	2	143	12	9	803	15	11
31st Aug. 1838,	16,282	5	1,889	10	4,047		4,114	0	0	113	19	0	1,118	0	8		656	2	3	203	10	0	859	12	3

(Signed) Andrew Bagot, Superintendent of Trade.

* The total amount chargeable on the Shannon Navigation ought to have embraced the Tolls on Passengers carried on the Shannon only, of which no return can now be obtained; and also the Tolls to which the Steam Tow Boats (which have been free of Toll since their first introduction on the River) are liable, under the agreement of the Company with the Directors-General of Inland Navigation, and which it appears, on calculation, would altogether have exceeded £400 per annum.

No. 7.

Shannon Commission, Custom-House, 8*th January,* 1839.

No. 7.
Letter from Secretary Shannon Commissioners to Secretary Dublin Steam Packet Co.

Sir,—The Commissioners request you will have the goodness to furnish them with a copy of the agreement entered into between the Inland Steam Navigation and Grand Canal Companies, whereby the latter is exempted from paying tolls on the River Shannon; and the Commissioners desire me to add, that they will pay every attention to such observations as the Directors of the Inland Navigation Company may wish to make respecting it.

I am, Sir, your most obedient Servant,

E. Hornsby, *Acting Secretary.*

To F. Carleton, Esq., Office, 15, Eden Quay.

No. 8.

City of Dublin Steam Packet Company,

Office, 15, Eden Quay, Dublin, 9*th January,* 1339.

No. 8.
Letter from Secretary Dublin Steam Packet Co. to Secretary Shannon Commissioners.

Sir,—In compliance with the request of the Shannon Commissioners, communicated by your letter of the 8th instant, I now beg to hand you a copy of the agreement between this Company and the Grand Canal Company, in reference to exemption from tolls on the River Shannon.

The Directors desire me to add, they feel much obliged to the Commissioners for their expression of willingness to pay attention to their observations, and on this head I may probably have directions in a few days to write you.

I am, Sir, your obedient Servant,

P. Howell, *Secretary.*

Secretary, Shannon Commission.

Appendix C.

No. 9.

No. 9.
Letter from Secretary Grand Canal C to Secretary Shannon Commissioners, regarding Agreement between Grand Canal Board and the Inland Steam Navigation Company.

GRAND CANAL-HOUSE, WILLIAM-STREET, 13*th January*, 1839.

SIR,—I am desired by the Directors of the Grand Canal to acknowledge the receipt of your Letter, 8th instant, requesting that the Commissioners may be furnished with a Copy of the Agreement entered into between the Grand Canal Board and the Inland Steam Navigation Company, whereby the boats of the latter are entitled to special advantages, as regards their trade on the Shannon Navigation; and I am directed, in reply, to place in your hands the enclosed copy of that agreement. The Directors also, (availing themselves of the willingness of the Commissioners to attend to such observations as the Board may wish to offer for their consideration) desire now to submit the following, viz.:—

In reference to that part of the agreement confirmed by the Board, resolution No. 1., I am directed to state, that the toll on corn, meal, malt and flour, if for exportation, has been further reduced, from 5*s.* to 3*s.* per ton, although no such stipulation was contained in the original agreement.

In reference to resolution No. 3, the rate of toll chargeable upon coals, which was then fixed at 3*s.* 6*d.* per ton, has, by a recent order of the Board, been reduced to 2*s.*, with drawback of the entire, as before, if for consumption in steamers.

In reference to resolution No. 5, which the Board have reason to believe has been animadverted upon, as calculated unduly to divert the trade of the Shannon from the port of Limerick, they deem it right to explain, that this clause was suggested, not by the Directors, but by the Managers of the Steam Company. It has, however, ever since, remained virtually a dead letter, having (as far as the Directors can at this moment ascertain) never been enforced, and the Board having, on different occasions, stated that they considered it of no value whatever to the Grand Canal Company, and were ready formally to abandon it at any time.

I have the honor to be, Sir, your most obedient Servant,

JOHN M'MULLEN, Sec.

To E. Hornsby, Esq. Acting Secretary, Shannon Commission, &c. &c. &c.

Agreement.

GRAND CANAL HOUSE, 25*th March*, 1829.

SIR,—The Board having taken into consideration the letters of C. W. Williams, Esq., particularly that of the 13th instant, and conferred with him respecting his proposal for establishing a trading intercourse through Dublin, between Liverpool and Limerick, and other parts of the River Shannon below Portumna, by means of steam vessels and boats on that River and the Grand Canal, and also for conveying passengers on the Shannon to and from Shannon Harbour, and Mr. Williams having engaged, in addition to the sum of £4,000 laid out on his present establishment, to expend a farther sum of £6,000 on boats and steam vessels, and the Board being disposed to afford ample encouragement to such establishment—Resolved,

1. That for three years, from the 1st of May next, no higher toll on the Grand Canal than 1*d.* per ton per mile, not exceeding for any distance 5*s.* per ton (including sea lockage), shall be charged on live stock, or on any other commodity whatever, to be conveyed or towed on the Grand Canal and River Shannon, by steam vessels or boats belonging to the said C. W. Williams, to or from any place two miles below Portumna bridge.

2. That the toll on Irish slates, to be carried by the boats of the said C. W. Williams, shall remain at the present rate of three farthings per ton per mile, not exceeding 2*s.* 3*d.* per ton for any distance.

3. That coals conveyed by such boats, from Dublin to places two miles below Portumna bridge, shall be charged only 3*s.* 6*d.* per ton, and a draw back of such toll granted for all coal proved to have been burned or consumed in his steamers.

4. That all commodities conveyed on the Shannon, to or from places two miles below Portumna bridge, and also for 20 miles on the Grand Canal, shall be free of toll on that river.

5. But that should the boats of the said C. W. Williams convey or tow any corn, meal, malt, flour, or butter from Portumna, or from any place above it downwards to or towards Limerick, a toll of 3*s.* 6*d.* per ton upon the canal, in addition to the Shannon toll, shall be charged for a corresponding number of tons carried by his boats to or from Dublin.

6. That after the present draw back on the trade between Dublin and Athlone shall cease, the future toll on such trade conveyed or towed by the steam vessels and other boats of the said C. W. Williams, shall not exceed 4*s.* 8*d.* per ton, or such low rate as may be agreed upon with any other party.

7. That all facility shall be afforded for the boats of the said C. W. Williams, to travel by night on the Grand Canal, which shall be deemed consistent with the safety of said boats, and the works of the Company.

8. That a bounty of 2*s.* 6*d.* shall be allowed for every passenger which shall be conveyed on the Shannon by the steam vessels of the said C. W. Williams, between Hamilton Lock and Shannon Harbour, and carried to or from Dublin on the Grand Canal.

9. That such checks shall be established as to trade and passengers as the Board may deem necessary for carrying this arrangement into effect.

10. And that the Board will, without loss of time, recommend to the Company the continuance of this arrangement, for the term of seven years, and subsequently, for a second period of seven years, on the said C. W. Williams' expending a further sum of £5,000 on boats and steam vessels for the same trade.

I am, Sir, your obedient Servant,

(Signed) EDWARD LAWSON.

C. W. Williams, Esq.

1. Toll of 1*d.* per ton per mile; 5*s.* maximum, including sea lockage.
2. Irish slates, no charge beyond 2*s.* 3*d.* per ton.
3. Coal, 3*s.* 6*d.*, drawn back if consumed in steamers.
4. No Shannon Toll to or from two miles below Portumna, if 20 miles of Canal paid.
5. Toll of 3*s.* 6*d.*, and Shannon Toll on corn, meal, flour, butter, or malt, from Portumna or any place above it, downward towards Limerick.
6. Athlone Toll, not to exceed 4*s.* 8*d.* per ton.
7. Night Travelling.
8. Bounty on Passengers.
9. Checks.
10. Continuance for two periods of Seven Years each; expires 1st May, 1843.

DUBLIN: PRINTED BY ALEXANDER THOM, 86, ABBEY-STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

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REPORT

MADE BY ORDER OF THE

COMMISSIONERS FOR THE IMPROVEMENT OF THE RIVER SHANNON,

ON

A PRELIMINARY EXAMINATION OF THE COUNTRY

BETWEEN THE

RIVERS SHANNON AND ERNE,

WITH A VIEW TO THE FORMATION OF

A PROPOSED JUNCTION CANAL

BETWEEN THE

NAVIGATIONS OF THESE RIVERS.

BY

WILLIAM T. MULVANY, CIVIL ENGINEER.

Presented to both Houses of Parliament by Her Majesty's Command.

DUBLIN:
PRINTED BY ALEXANDER THOM, 86, ABBEY-STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1839.

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LETTER OF INSTRUCTIONS TO W. T. MULVANY, ESQ., CIVIL ENGINEER.

Shannon Commission, Dublin, 16*th August*, 1838.

Sir,—The Lords Commissioners of Her Majesty's Treasury having called upon the Commissioners to report upon the practicability of making a Canal between the Rivers Shannon and Erne, you are requested to make arrangements in regard to the work you have now in hands, so as to be enabled, during the fine season, to examine the Country with a view to the formation of a Canal to connect the River Shannon, near Drumsna, with the River Erne, at Belturbet, or the point near Wattle Bridge, where the Ulster Canal is to open into the River Erne; and you will take such Levels, in addition to those marked upon the Sheets of the Ordnance Survey, supplied to you, as will enable you to report to the Commissioners, with tolerable accuracy, as to the practicability of making such a connecting Navigation at a moderate expense. In examining this district you will collect as much statistical information as possible, in regard to the agricultural, or other productions of the country, likely to be beneficially affected by a water communication with the Ports of Belfast, Newry, and Dundalk; the Rates now paid for carriage of the different articles, and the amount of each, as near as may be practicable,—to collect, by inquiry among the farmers, shopkeepers, &c., the Ports to which the agricultural produce is sent for shipment, and whether the articles of domestic consumption are carried into the country by the same routes. These details will be necessary to enable the Commissioners to report upon the propriety of such an undertaking.

I am, Sir,

Your obedient Servant,

HARRY D. JONES.

REPORT.

TO THE COMMISSIONERS FOR THE IMPROVEMENT OF THE RIVER SHANNON.

Gentlemen,

In compliance with the Instructions contained in a letter received from Major Harry D. Jones, dated the 16th August, 1838, directing me "to examine the country with a view to the formation of a Canal to "connect the River Shannon near Drumsna, with the River Erne at Beltur-"bet, or the point near Wattle Bridge, where the Ulster Canal is to open "into the River Erne," I have the honor to state, that in the month of October last, I made arrangements for proceeding with the necessary examination and Survey.

From the importance of the measure, the extent of country to be examined, and being aware that you desired not only to be informed whether or not there was a practicable line by which these Navigations might be connected, but also which was the most practicable and useful line for such a purpose, I found, at an early stage of my proceedings, that more time than I had at first contemplated, should be devoted to the preliminary examination of the country; and that previous to incurring the expense of making a connected or detailed Survey of any one line, it would, for the reasons stated, be advisable to devote the short period, (a fortnight,) which my engagements under your Commission on the Shannon allowed me, to the general examination of the country between Lough Erne, and that part of the Shannon extending from Lough Forbes to Lough Allen, and to taking such Levels across the summit of the country as I found necessary; and having done so, to submit, for your consideration, the observations which I had been enabled to make, and the general result of this preliminary examination.

To aid me in making the necessary examination, I was furnished with the Ordnance engraved Townland Maps of those portions of the Counties of Leitrim, Cavan, and Fermanagh, which intervene between Lough Erne and the Shannon, together with the Index Maps of these Counties, and a Trial Section, made for the Ulster Canal Company, across that portion of the District in which they deemed it advisable, in the first instance, to look for a line of Canal suitable as an extension of their Canal, now nearly completed.

I have now the honor to lay before you the accompanying Plan and Sheet of Sections, illustrative of the observations I have been enabled to make on the subject, together with the following Preliminary Report.

In commencing my proceedings, I directed my attention, in the first instance, to a careful examination of the summit of the country between the Rivers Shannon and Erne, for the purpose of ascertaining the situation of the most favourable passes, and the supply of water which could be obtained.

I commenced the examination a little to the southward of Sleive-a-Neirin Mountain, in the County of Leitrim, at a point to the northward of which I was aware, from my previous knowledge of the country, there was no eligible pass for a line of Canal; from this point I perambulated the whole line of summit southwards through the County of Leitrim into the County of Longford, where it terminates in the high hills south-east of Ballinamuck; and had Sections taken in connection with the Ordnance Survey Levels across such portions of it as presented any apparent facilities, either as to levels or supply of water, for the formation of a Canal in the required direction.

The line of summit thus ascertained I have laid down on the accompanying Map, upon which it is distinguished by a yellow colour.

On the several small Lakes delineated on the Map, and at other important points, the heights above the level of the Sea at low water, as ascertained by the Ordnance Survey, are marked in feet. These heights will be found useful in forming a judgment on the lines proposed for the Canal.

Those portions of the Map which represent the extent of country, the traffic of which would be directly benefited by the proposed Canal, are distinguished by a red tint.

Upon the accompanying sheet of Sections are represented the most favourable passes (across the summit of the country,) for the construction of a Canal. These Sections, for facility of comparison, have all been laid down at the same scales.

For this purpose, but three such passes present themselves, namely :—

One at Letterfine, near Lough Scur, between Leitrim and Ballinamore, represented by Figure No. 1, on the accompanying sheet of Sections.

The second near Fort Lough, between Mohill and Carrigallen, represented by Figures Nos. 2, 3, and 4, which are trial Sections made to ascertain the best and most practicable line for crossing this part of the summit.

And the third at Cloncoose Lough, near Ballinamuck, on the boundary between the Counties of Leitrim and Longford, represented by Figure No. 5.

The existence of these three passes naturally leads to the consideration of as many distinct lines for the proposed Canal, from which to select that most suitable ; regard being had, in the selection, to the comparative engineering facilities for construction which are offered, and the relative amount of commercial benefit which would result.

With regard to the Engineering Facilities for Construction.

The Geological and Topographical features of the country, upon even a cursory examination, seem to limit, in a great measure, the selection, in this point of view, to a choice of either of two of these lines ; one crossing the summit at the first, and the other at the last mentioned of the passes above described, for the following reasons :—

1st. These lines would pass through valleys for their whole extent, which intersect the country almost in direct lines from the Shannon to the Erne, falling gradually from the summit towards the Erne on one hand, and towards the Shannon on the other.

2nd. The portion of country (between those valleys,) over which the other or centre line would pass, is (owing to the protrusion of the clay slate, in the vicinity of Carrigallen, from beneath the limestone that forms the country northwards to Sleive-a-Neirin,) much raised, disturbed, and formed into numerous irregular hills, and any connection with an extensive or higher country, from which to obtain sufficient supply of water, is cut off by the valleys in question.

The three lines may, for facility of reference, be designated as follows :—

That crossing the summit at Letterfine—*The Ballinamore Line.*

That crossing the summit near Fort Lough—*The Mohill Line.*

That crossing the summit at Cloncoose Lough—*The Ballinamuck Line.*

For facility of comparing the relative capabilities (in an engineering point of view) offered by these lines, I have annexed, in a tabular form, (see Table B, p. 15,) the information obtained on this subject.

As, upon an attentive consideration of all the circumstances affecting these lines, I am led to conclude that the maximum of advantages, with respect to facilities of execution, supply of water, commercial benefit, and the general policy of the measure, will be found in the northern or Ballinamore line, I shall first briefly describe the two other lines, state the reasons upon which I conceive that neither should be adopted, and then proceed with the consideration of the Ballinamore line.

THE MOHILL LINE.

My attention was directed to this line, chiefly from the circumstances of the Ulster Canal Company having had a trial Section made of it; it seems to have been examined for them merely with a view to ascertain whether or not

there was a practicable line in that direction, which, it appears, was at first conceived to be that most likely to prove advantageous in a commercial point of view.

The line, as laid out, extends from a point on the Shannon, one mile to the southward of Drumsna, by the town of Mohill, north of Cloon, to the summit of the country between Killameen and Black Loughs; thence by Killygar, Killeshandra, and Milton, to Belturbet, on the River Erne; having a total length of thirty miles.

I consider it objectionable for the following reasons:—

1st. From the Shannon to the summit it crosses nearly at right angles the valleys of the country, which in this part run nearly north and south, consequently a great deal of additional expense would be incurred in its execution.

2nd. It crosses nearly the highest part of the summit, and from the isolated position of this portion of it, as before mentioned, an adequate supply of water could not be obtained.

The total rise and fall on this line would, according to the Ordnance Survey levels, be 196 feet, the summit level being 239 feet above the sea at low water, (see Figure 2 of the Sections,)—requiring about 21 Locks, including that at Belturbet.

The lowest summit level which can be obtained across this portion of the country is 230 feet above the Sea, (as represented in Figures 3 and 4, which are trial Sections, taken with a view of finding a line for which the whole available drainage of that part of the summit might be obtained as a supply,) the total rise to and fall from which would be 178 feet, requiring about 19 Locks, including that at Belturbet.

The catchment Basin, or extent of country, the drainage of which could be made available for a summit level of 239 feet, would not exceed 970 acres, including Killameen Lough as a reservoir, containing 48 acres.

The catchment Basin, which might be made available for a summit level of 230 feet above the Sea, contains about 4,400 acres, including about 260 acres of small Loughs, which would serve as reservoirs.

However, to render this extent of country available for a supply, it would be necessary to incur great expense in heavy cutting at the summit level, (as shown on the Sections by Figure No. 3, and on the map by the line E.F.G., which represents the most favourable pass that the country offers for the purpose,) and a great deal of scattered property should be acquired, numerous supply-courses made from different places, and the small lakes embanked as reservoirs, to preserve the surplus water of wet seasons; the conservation of such straggling property would be difficult and expensive, and the interference with private rights very great.

Besides these disadvantageous circumstances, there are few, if any, springs in this part of the summit; and as the supply must consequently depend upon the fall of rain, it is more than probable that in dry seasons there would be a deficiency, in proof of which I may mention, that more than half of this district, including the greater portion of the small Loughs above referred to, is at present insufficient to supply a small country mill in dry weather.

3rd. With reference to the portion of this line extending from the Shannon to Killygar, the direction is by no means the most advantageous in a commercial point of view, as it would pass, for the greater portion, through a district, the natural outlet for the trade of which, is the Shannon and the Royal Canal; and though a portion of the trade would, upon the construction of the Canal, be carried on thereby, yet it never could be of such an amount as to prove remunerative.

Lastly, as regards the portion of the line from Killeshandra to Belturbet, it would not be judicious to form a Canal between these points, inasmuch as a natural navigation, by Lough Oughter and the River Erne, can be made available for steamers at much less cost, and confer much greater advantages on the surrounding district.*

THE BALLINAMUCK LINE.

This line would extend from the Shannon at Lough Forbes, by the valleys, in which is situated the boundary between the Counties of Leitrim and Long-

* For further description of this project, see page 9.

ford, to Killeshandra, a distance of $23\frac{1}{2}$ miles, and thence by Lough Oughter, and the River Erne, to Belturbet, a distance of 14 miles.

The height of the summit level would be 191 feet above the Sea; the total rise and fall on this line would, according to the Ordnance Survey levels, be 103 feet, requiring about 10 or 11 Locks.

Owing to the lowness of the summit, (see Figure 5 of the Sections,) and to the general direction of the valleys through which this line would pass, there would be fewer obstacles, in an engineering point of view, to the construction of a Canal in it, than to one in the Mohill line; although, as in that line, it would be necessary to incur a great expense in procuring a supply of water; and from the cursory examination I was enabled to make, I have great doubts as to its sufficiency.

The objections, however, to this line, in almost every other point of view, are insuperable, and would seem to render any further examinations or survey of it unnecessary.

1st. With regard to that portion of it extending from the Shannon to Gulladoo Lough, near Carrigallen, a distance of 16 miles, it passes through a very poor and boggy district, from which little or no local trade could be expected.

2nd. A Canal in this direction would interfere directly with the Royal Canal, and yet without obtaining any adequate advantage, as but little thorough trade could be expected thereon, and the local trade would be divided:—Longford and Dublin being the natural markets, and those to which the existing communications lead, for the country between the summit and the Shannon; and Belturbet, Belfast, and Newry, for the country lying between the summit and Belturbet.

THE BALLINAMORE LINE.

The summit level which can be had on this line is 220 feet above the Sea, (as represented by Figure No. 1 of the Sections,) the total rise and fall would be 150 feet, requiring about 16 Locks, including that at Belturbet, one Lock being saved by entering the Shannon above Jamestown.

The Lakes available as reservoirs, contain about 670 acres; the catchment Basin of which, including the Lakes, contains about 10,320 acres. Thus, an ample natural supply can be had (without the construction of supply-courses or other expensive Works,) at that point on the summit where the proposed Canal would cross.

From this point the country falls gradually to the Shannon on one side, and to the Erne on the other, through two valleys which lie almost in a direct line, and are of the secondary or shell-limestone formation.

Through these valleys I propose that the Canal should be laid out, and upon the accompanying Plan I have sketched a line (in red) which, although I have not perambulated it in detail, will, I conceive, from my knowledge of the country, be found to indicate the best general direction for this purpose.

This line would join the Shannon at Leitrim, at the harbour proposed to be formed by the Shannon Commissioners, as the northern terminus of the Inland Steam Navigation of the Shannon; thence it would proceed by the valley of the Leitrim River, to the summit at Letterfine, where the average depth of cutting to obtain the required supply, would be but 13 feet 6 inches, for a length of 2,400 yards. From the summit the line can be laid out under all the advantageous circumstances of gradually falling ground, through the valley of Ballinamore, to join the River Erne, a little above the town of Belturbet, whence, to the entrance of the Ulster Canal, at Wattle Bridge, the navigation would be effected by steam vessels on that River.

From the terminus of this line, at Leitrim, a direct Steam Navigation will be had by means of the Shannon and Boyle Water, (upon the completion of the improvements proposed by the Shannon Commissioners,) to the town of Boyle, which, with the rich agricultural district around it, would send the greater portion of its produce by the proposed Canal, to the ports of Belfast and Newry.

In laying out the line through the valley of Ballinamore, it will be necessary to have the country more closely examined than I have yet done, and to have trial sections made, in order to ascertain the practicability of altering the

direction of the eastern portion of the line, so as to join at Killeshandra, the proposed Steam Navigation, hereinafter described.

I have sketched (in red) upon the map, such a line passing near to Newtown Gore. I fear, however, from the height of the summit which intervenes between the Ballinamore or Woodford River, and that which flows by Killeshandra, the Canal cannot be formed in this direction, without incurring a very heavy expenditure, notwithstanding that a high level be kept from the summit at Letterfine, to this point.

The length of Canal to be formed in this direction, would be from Leitrim to Killeshandra, 24½ miles,—thence to Belturbet, the proposed Navigation would be effected by Steam Vessels, through Lough Oughter and the River Erne, a distance of 14 miles; making the total length of Navigation by this line 38½ miles.

The length by the direct line, from Leitrim to Belturbet, would be 28½ miles, and one mile of River, making the total length 29½ miles.

Thus, by the construction of 4 additional miles of Canal in the direct line, a saving of 9 miles in the total length of the navigation would be effected.

THE RIVER ERNE.

During my examination of the line from Killeshandra to Belturbet, (part of the Mohill line before referred to,) I was led, from observing the size and appearance of the River Erne and Lough Oughter, and from an examination of the heights registered upon the Ordnance Maps, (which indicate a fall of only one foot from the Lough, at Killeshandra, to the head of the falls above Belturbet Bridge,) to examine how far it would be practicable to make this natural navigation available, instead of constructing a Canal between these points; and I am happy to state, that great facilities exist for the accomplishment of this object; and that not only would a direct communication between these towns be more fully and effectually obtained, by adopting this navigation, but, owing to the form and size of Lough Oughter, a much greater extent of country, (comprehending about 33 miles of coast,) would be benefited thereby, and the best means afforded for a future extension of the navigation to Cavan and other places.

I sounded the greater portion of the River and Lakes from Killeshandra by Belturbet to Crum, in Lough Erne; and up that portion of the Lake which extends towards Wattle Bridge, the point where the Ulster Canal will enter the Lake, and have registered the soundings upon the Townland Sheets of the Ordnance Survey.

Upon an inspection of these soundings, it will be perceived, that, with the exception of a few shoals, there is ample depth of water for almost the entire length from Killeshandra to Belturbet, a distance of 14 miles; and again from Belturbet to the terminus of the Ulster Canal, a distance of 7 miles.

At Belturbet, there is, according to the Ordnance Survey levels, a fall of 8 feet. By the construction of a lock, and a regulating weir near the distillery above the bridge, and by deepening the bed of the river from thence to the deep water immediately below the bridge, a connection would be formed between the navigations of Lough Erne and the Ulster Canal on the one hand, and that of the River Erne and Lough Oughter on the other. This lock would also be common to the proposed Junction Canal, which, as I have recommended, should enter the Erne above Belturbet.

The lock should be constructed of a size suitable to river steam vessels, (110 feet long by 25 feet wide,) which, it is presumed, will, upon the completion of the Ulster Canal, be introduced on Lough Erne, as being the only suitable and efficient means for navigating its waters.* Thus, by the execution of this work, the removal of some eel-weirs, and a few shoals between Upper and Lower Lough Erne,† (which cause a fall of about 2 feet,‡) would be obtained an uninterrupted steam navigation of 66 miles from Killeshandra to Belleek, with a line of coast of about 150 miles, having the towns of Belturbet, Enniskillen, and several others of minor note in its course, and

* Since writing the above, I have ascertained that a vessel is about being built for this purpose.

† See the Admiralty Chart of these lakes, upon which the soundings registered indicate an ample depth of water for the purposes of navigation, except where the shoals are situated.

‡ By the due regulation of the waters of these lakes, a great extent of low lands would be relieved from flood, to which they are now subject for six months in the year.

passing through a country for its whole extent, where the improvements now making in agriculture, and the industrious habits of the people, afford an assurance that the benefit conferred by such a navigation would soon be made available for the increase of trade, and general improvement of the country.

That nothing should heretofore have been done to make available this great extent of natural navigation, seems chiefly attributable to its isolated position, being unconnected with any sea-port town, and consequently no urgent necessity existing for such an improved state of navigation as would suit boats of heavy burden, in the transit for its entire length, of large quantities of goods or agricultural produce, but merely for such as would answer the transfer, in small boats* or flat-bottomed cots, of the produce of the country to the neighbouring market towns.

Upon the completion of the Ulster Canal, however, the ports of Newry and Belfast will be rendered accessible; and not only will this great bar to the improvement of the navigation be removed, but the necessity for the improvement will be sensibly felt by all interested in making at once available the benefits which such a communication as the Ulster Canal is calculated to confer on the country.

With regard to the Traffic and the Amount of Commercial Benefit,

To be obtained by the proposed Junction Canal, I have not as yet collected such an amount of information as would enable me to consider this subject in detail; but from such general information as I have procured, and from my own knowledge of the country, I feel assured that the Northern or Ballinamore line would possess the advantage in this respect also, over either of the others.

In fixing the limits of the portion of the country which, I conceive, would be benefited by the proposed Canal, (and which I have, as before stated, distinguished by a red colour on the Map,) I have been chiefly guided by the consideration of what districts would make use of these navigations for the export of their produce, and the import of the necessary articles of commerce by the Ulster Canal to and from the ports of Belfast and Newry.

The extent of country thus determined amounts to about 770 square miles. With respect to that portion of this district which adjoins the Shannon and Boyle Water, it is not intended to convey the idea that the *whole* of the traffic of this country would be carried on by this Canal; but that this is the portion of country adjoining the Shannon, which, more than any other, requires a water communication with the north of Ireland,—would, from its commercial relations with the north, and with Scotland, carry on a larger proportion of traffic by the proposed navigation, and is consequently the most suitable in which to fix the terminus on the Shannon for such a Canal.

With respect to that portion of the country lying between the summit and the River Erne, it will, perhaps, be sufficient to state that the greater portion of its present traffic is carried on by carts with the ports of Belfast and Newry; and that from Carrick-on-Shannon, Boyle, Drumshanbo, and other places adjoining the Shannon, the greater portion of the butter and pigs, and all the yarn is taken northwards.

To Ballinamore, within 14 miles of the Shannon, even the heavy article of timber is frequently brought by land carriage from Newry and Belfast.

From Mohill the greater portion of the traffic would naturally be with Longford and Dublin, but the butter, yarn, and pigs would (as is now generally the case) be sent to Belfast and Newry.

Boyle,† the chief town in the portion of the district west of the Shannon, and which is surrounded by some of the richest feeding land in Ireland, (called the Plains of Boyle,) carries on the greater portion of its trade with the port of Sligo, 20 miles distant, under all the disadvantageous circumstances of expensive land carriage, an inconvenient harbour, and heavy insurance,

* Boats of 10 or 12 tons burden navigate these Lakes at present, bringing coal and timber from Belleek to Enniskillen and Belturbet. At the eel-weir near the former, and at one or two other shoals, they are at present frequently obliged in summer to take out portions of their cargoes whilst passing the shoals. Pleasure boats of a considerable draught of water are also used upon the Lakes.

† Large flour and corn mills have been lately erected at Boyle, with extensive stores attached. I have ascertained that these mills are even already doing a considerable amount of business, and creating a great increase in the Corn Market of Boyle.

besides the risk, and delay, consequent on prevalent westerly winds. The contemplated improvement of the Boyle Water will bring the steam navigation of the Shannon within a mile and a half of the town of Boyle; the stream of traffic will consequently be diverted from Sligo; and although the distance to Dublin, by the Shannon and Royal Canal, will be 7 or 8 miles less than to Belfast, by the proposed Junction and Ulster Canals, it is presumed that from the demand, which exists in the north of Ireland,* for the produce of Roscommon, and the relations established with Scotland, the greater portion of its produce would go northwards.

Amongst the sources of traffic to such a navigation may be enumerated the following:—

COALS from the Arigna and other collieries in the neighbourhood of Lough Allen.
There is at present a very considerable demand for these at Belturbet, (in which there is a large distillery,) and generally throughout the County of Cavan, owing to the greater portion of the bogs in that country being cut away. This trade is at present carried on by land-carriage; from 12*s.* to 14*s.* carriage per ton being charged for about 25 or 30 miles.

IRON from Arigna to the iron foundries at Belfast and the North of Ireland. It is to be hoped that the neglected state in which the Arigna Works are at present placed, will not be suffered to continue, and that so rich a source of profit, and employment to the people, will, ere long, have the benefit of being fully and fairly developed.
There is also excellent clay for fire-bricks and other purposes at Arigna, the manufacture of which, it is presumed, would be stimulated by the facilities for transport afforded by the Canal.

FAT CATTLE AND SHEEP, including BEEF AND PORK for export, from Belfast, which is largely engaged in this trade, to supply which, many portions of the district, made accessible by the proposed Canal, are peculiarly fitted.
The small town of Arvagh has a considerable pig-market, and would derive much benefit in this trade from the proposed Navigation.

GENERAL AGRICULTURAL PRODUCE.—Fully one-half of the district delineated on the Map, would send the whole of its produce northwards; of the remainder, the greater portion of the butter, eggs, and hides, all the yarn, and a considerable portion of the wheat, oats and barley, flour and meal, would be sent by the proposed Canal.
In the Railway Commissioners' Report, (Appendix B, page 26,) it is stated, that Belfast consumes more wheat than is grown in its neighbourhood, and even that at some periods wheat has been brought from London, and sold at a profit in Belfast. I have also ascertained that flour is frequently sent from Tullamore to Enniskillen. The benefit of opening a communication with the rich wheat lands along the Shannon, will, under such circumstances, be evident.

HAND-SPUN YARN, the same Report states, is brought from Longford and Roscommon, by Dublin, and thence by sea to Belfast; this, therefore, would be another source of traffic to the proposed Canal, and it may be fairly presumed, that the increased stimulus now given to the linen trade in Belfast, will increase the demand, and consequently the growth of flax.

As a return trade, GENERAL MERCHANDIZE, GROCERIES, MANUFACTURED IRON GOODS, LINEN, FLAX SEED, BRITISH COALS, &c., will be brought from Belfast; and WHISKEY, PORTER, AND BEER, from Enniskillen, Clones, and Belturbet.

Amongst the sources of more general and extended traffic may be mentioned,—

TIMBER and other articles of AMERICAN PRODUCE, which, owing to the facilities that will be afforded by Steam Navigation, upon the completion of the proposed improvements of the Shannon, and the established trade which Limerick has with America, will, most probably, be supplied from that port, through the proposed Junction Canal, to the Counties of Leitrim, Cavan, and Fermanagh.

SLATES AND MARBLE from Killaloe, and, as before mentioned, WHEAT AND FLOUR from Limerick, and other rich districts in the South, and central portion of Ireland, may be expected to be sent through this Canal to the North.

In treating this portion of the subject upon which I have been directed to report, I have been necessarily obliged to speak in very general terms, as

* I particularly allude to the great cattle trade which exists between these places.

the facts which I have obtained during the short time devoted to the inquiry, are insufficient to found precise calculations upon.*

Those facts show, as must be expected, a great inferiority, and a great additional expense, in the present mode of carrying on the traffic of the country, by land-carriage, as compared with the efficiency and cheapness of connected water communication to the most advantageous out-ports of the district concerned.

Without going into detail on the subject in this preliminary Report, it will, perhaps, be sufficient to state, that from the information I have procured, including that obtained from Returns annexed to the Railway Commissioners' Report, I find that the cost of land-carriage in this district, varies from 5*d.* to 9½*d.* per ton per mile, and the average may be taken at 6*d.*, whilst the average cost by canals, is about 2¼*d.*, and, most probably, under an improved system of management, will not exceed 2*d.* per ton per mile. And thus, an amount of benefit, proportionate to the greatly increased facility and cheapness of conveyance, would be derived from the proposed works.

The exact amount of this benefit, or the amount of profit which the execution of the proposed Canal would return, I am not, in the absence of a more detailed survey and inquiry, prepared to state; but I think, that viewing the subject generally, no doubt can be entertained of its remunerative nature, and especially when it is considered as the means of connecting nearly all the Inland Navigations of Ireland.

GENERAL OBSERVATIONS.

The great object of all such works as that under consideration, is to serve the greatest portion of country in want of improved modes of communication, and thereby to interfere least with existing and established communications: —a peculiar feature in the proposed work, is the connection, not only of the Navigations at the termini of the proposed Canal, but of almost every mile of Inland Navigation in the country.

With these objects, or leading principles in view, I have arrived at the conclusion that the Ballinamore line is that most suited for the purpose, and that to which I submit respectfully, any further investigations or inquiry should be chiefly directed.

As far as regards the first of those objects, I have before stated the grounds upon which I have formed my opinion.

With respect to the second, namely, the construction of a Junction Canal between the Navigations of the country, I beg leave to remark, that though this line be not the most direct, as regards a connection between the western termini of the Grand and Royal Canals on the one hand, and the terminus of the Ulster Canal on the other; that it is, nevertheless, the best, as being that upon which an ample supply of water for the summit level can be obtained, that which most directly connects the north and west of Ireland, and as combining the greatest number of advantages in a local point of view. With respect to the additional length which, by the adoption of this line, will be given to the Navigation between the points referred to, it is but of little importance, inasmuch as the Navigation through the additional portion will be effected by steam power upon the completion of the proposed improvements in the Shannon.

As it may be interesting to know the length of the Navigations, and the names of the principal places which would be connected by a water communication upon the construction of the proposed Canal, I have annexed in a tabular form, (see Table A, page 14,) the necessary information on this subject, from which it appears, that by the construction of 28½ miles of Canal, a junction would be formed between 493 miles of navigation on the one hand, and 223 miles on the other, making a total, including the Junction Canal, of 744 miles.

I have not, in the absence of a connected section of the country, made any detailed estimate of the probable cost of the proposed Junction Canal; but considering the very favourable circumstances as to levels of the country,

* I have received returns of the exports and imports of the towns of Boyle, Carrick-on-Shannon, Drumshanbo, Ballinamore, and others adjoining the proposed Canal, which show a large amount of traffic, and, I am happy to add, fully bear out the general opinions I have stated on this subject.

materials, and the price of labour along the line recommended, I think the following estimate would be found amply sufficient:—

28½ miles of Canal, including Locks, Bridges, &c., at £5,000 per mile,* - - - - - - - -	£142,500
Lock-regulating Weir, and other works at Belturbet, say -	10,000
Shoal between Belturbet and terminus of Ulster Canal, say -	500
Total for Canal from Leitrim to Belturbet, and thence to Ulster Canal, - - - - - -	£153,000
Probable cost of removing Shoals, altering Bridges, and improving navigation for steam vessels from Belturbet by the River Erne and Lough Oughter to Killeshandra, - - - - -	14,000
	£167,000

Say £170,000, including preliminary expenses, as the probable cost of the proposed Junction Canal, 28½ miles long, and the proposed improved navigation for steamers from the terminus of the Ulster Canal at Wattle Bridge by Belturbet and Lough Oughter to Killeshandra, a distance of 21 miles.

Should the contemplated improvements on the Upper Shannon be carried into effect, the advantage of this Canal as a junction between existing navigations will be very considerable, and perhaps render it deserving of a proportionate share of public support and control. Should the Shannon improvement not be effected, I conceive that the whole of the trade of the country (distinguished by a red colour upon the Map,) would be carried on by this Canal, and would probably, under such circumstances, render it a fit speculation for private enterprize.

In the first of these cases it appears to me desirable that the scale of the proposed Canal should be the same as that of the Royal and Grand Canals, so as to afford to the boats of these Canals and of the Shannon, the opportunity of using this navigation for the purposes of trade with the interior of the Counties of Leitrim, Cavan, and Fermanagh.

In the second case, as the chief portion of the trade would go through the Ulster Canal, it is more than probable that any private company undertaking the work, would adopt the smaller scale of that Canal as being the cheapest, and being sufficient for their purposes.

But as the projects for the improvement of the Upper Shannon are now under the consideration of the Legislature, and it is to be presumed will soon be carried into effect, and as the additional expenditure which would be incurred in adopting the larger scale of the Royal and Grand Canals would not be considerable, and would arise chiefly from a small increase in the size of the locks, it seems desirable that the grand object of making this a Junction Canal common to all the principal navigations of Ireland, should not, on account of this additional expenditure, be lost to the public.

With respect to the River Erne and its Lakes, I consider that the great natural facilities they offer for the improvement and extension of a useful navigation are such as render it a subject for consideration, even independently of the proposed Junction Canal.

In submitting this Report for your consideration, I beg to express my regret that it has exceeded the limits which might at first sight appear necessary to a preliminary Report; but having been honored with your instructions to lay before you such information as would enable you to report to the Lords Commissioners of Her Majesty's Treasury upon the practicability, or otherwise, of making such a Canal, I have deemed it my duty to submit all the information which I obtained upon the subject, and such remarks, as, during the examination of the country, occurred to me to be worthy of your consideration.

I have the honor to be, Gentlemen,

Your most obedient humble servant,

DUBLIN, 11*th March*, 1839. W. T. MULVANY.

* This is the full cost, per mile, of the Ulster Canal, inclusive of very heavy Parliamentary expenses, which it is hoped may in future be avoided in works of Public utility.

TABLE A,

Showing the Length of the Inland Navigations, and the Names of the Principal Places which would be connected (by a Water communication) by the construction of the proposed Junction Canal between the Rivers Shannon and Erne.

Navigations West and South of the proposed Junction Canal.				Navigations North and East of the proposed Junction Canal.		
Name of Navigation.	Names of principal Places, adjoining the Navigation.	Length in Statute Miles.		Name of Navigation.	Names of principal Places, adjoining the Navigation.	Length in Statute Miles.
The Shannon, from Limerick to Lough Allen including the Boyle Water,	Drumkeeran, Arigna, Drumshanbo, Leitrim, Boyle, Carrick-on-Shannon, Jamestown, Drumsna, Rooskey, Lanesborough, Athlone, Banagher, Portumna, Killaloe, Limerick,	152	Proposed Junction Canal, 28¼ miles long.	Lough Erne, & River Erne,	Killeshandra, Cavan, Belturbet, Lisnaskea, Enniskillen, Kesh, Pettigo, Belleek,	70
Grand Canal, & its branches,	Ballinasloe, Shan. Harbour, Ferbane, Tullamore, Philipstown Portarlington, Mountmellick, Athy, Monasterevan, Rathangan, Naas, Dublin,	164		The Ulster Canal, including the Blackwater and Lough Neagh,*	Clones, Monaghan, Middletown, Caledon, Blackwater-town, Charlemount & the Moy, Antrim, and Ballyronan,	70
The Barrow Navigation, Athy to Waterford,	Carlow, Leighlinstown, New Ross, Waterford,	78		Tyrone Navigation, - -	Coal Island,	12
The Royal Canal,	Longford, Ballymahon, Mullingar, Kilcock, Maynooth, Leixlip, Dublin,	99		The Lagan Navigation, -	Lurgan, Moira, Lisburn, and Belfast,	38
				The Newry Navigation, -	Portadown, Tanderagee, Newry,	33
	Total, . .	493			Total, . .	223

* Lough Neagh averages about 15 miles long by 10 miles broad, having a line of coast of 70 miles. The length only from the mouth of the Blackwater to Antrim is included in the mileage above given. A steam tug-vessel is now placed upon the Lake, to give increased facility and despatch to the traffic from the Ulster Canal and the shores of Lough Neagh to the Ports of Belfast and Newry.

TABLE B,

Showing the relative CAPABILITIES (in an Engineering point of view) of the several Lines, examined for the purposes of a proposed JUNCTION CANAL, between the RIVERS SHANNON and ERNE.

Description of Line.	Length in Statute Miles.	Height of proposed Summit Level above the Sea.	Total Rise and Fall.	Deepest Cutting at Summit.	Rate of Lockage per Statute Mile.	No. of Locks required.	Area of Catchment Basin for Supply of Summit Level.	Observations.
		Feet.	Feet.	Ft. In.	Ft. Dec.		Statute Acres.	
THE BALLINAMORE LINE, Canal, - 28½; River, - 1	29½	220	150	23 0	5.00	16	10,320, including 670 of Lakes, -	See Fig. No. 1, Sheet of Sections.
Do., by Killeshandra, Canal, - 24½; River & Lake, 14	38½	220	150	Do.	5.75*	16	Do. Do.	Do. Do.
THE MOHILL LINE, (examined by the Ulster Canal Company,) - - -	30	239	196	31 6	6.53	21	970, including 48 acres of Lakes, -	Fig. No. 2, Do.
Do. Do., altered at the Summit, in order to obtain the whole supply of the District,	32	230	178	43 or 60 ft.	5.60	19	4,400, including 260 acres of Lakes,	Fig. No. 3 & 4, Do.
THE BALLINAMUCK LINE, Canal, - 23½; River & Lake, 14	37½	191	103	32 6	4.00*	11	Not ascertained, but believed to be insufficient,	Fig. No. 5, Do.

March 11th, 1839. W. T. MULVANY.

* 5.75 is the rate of Lockage on the Canal portion of this line.
† 4.00 is the rate of Lockage on the Canal portion of this line.

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SLIGO
Ballysadare
LOUGH GILL
Coloony
Manor Hamilton
LOUGH ERNE LOWER 149
Kesh
Pettigo
Lisnarrick
S L I G O
LOUGH MACNEAN UPPER
Coal Field
Drumkeeran
LOUGH MACNEAN LOWER
LOUGH ARROW
LOUGH GARA
LOUGH ALLEN
Colliery
Arigna Iron Works
Keadew
Boyle
LOUGH KEY
ENNISKILLEN
F E R M A N A G H
Swanlinbar
Maguires Bridge
Drumshanbo
The Boyle Water
Leitrim
Lough Scur
General Direction of Proposed Junction Canal
Ballinamore
Lisnaskea
Croghan
CARRICK ON SHANNON
ST JOHN'S LOUGH
SUMMIT OF THE COUNTRY
Fenagh
Jamestown
Drumsna
Elphin
Ballyconnell
Crum Castle
Newtown Butler
GARADICE LOUGH
Newtown Gore
The Ulster Canal Company's Trial Line
Mohill
Cloone
Belturbet
Wattle Bridge
Clones
Ulster Canal nearly completed
Killygar
Carrigallen
Milltown
Strokestown
Drumod
RINN LOUGH
ROOSKY
Killeshandra
CULLAGOO LOUGH
LOUGH NABELWY
CLOONCOOSE LOUGH
Butlers Bridge
LOUGH OUGHTER
M O N A G H
Ballinamuck
Arvagh
LOUGH FORBES
THE RIVER SHANNON
Drumlish
CAVAN
Newtown Forbes
River Erne
Lanesborough
L O N G F O R D
Bellananagh
ROYAL CANAL
LONGFORD
LOUGH GOWNA

Fig. 1

Near Letterfine House, between Leitrim and Ballinamore

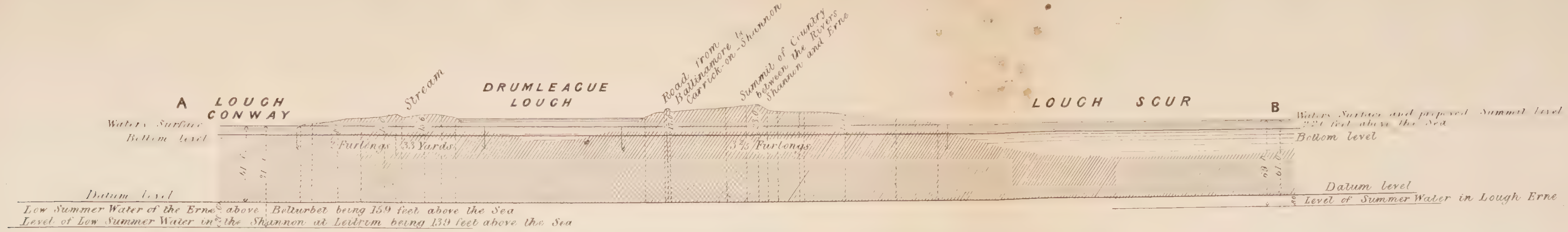


Fig. 2

Copy of Section furnished by The Ulster Canal Company
Across the Summit near Killameen Lough between Mohill and Killeshandra

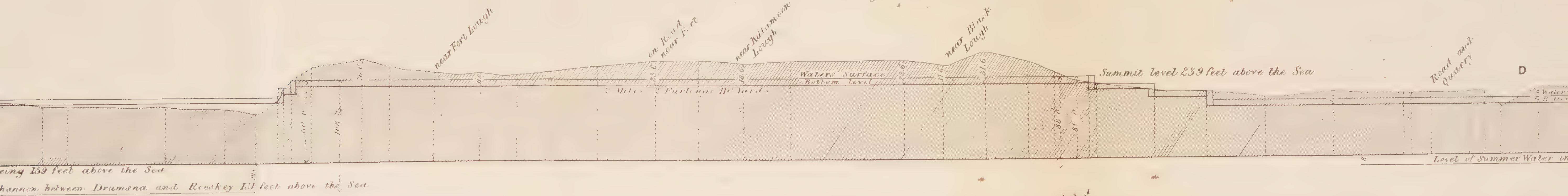


Fig. 3

At Druminshin near Fort Lough
Trial Section for improvement of
Ulster Canal Company's Line

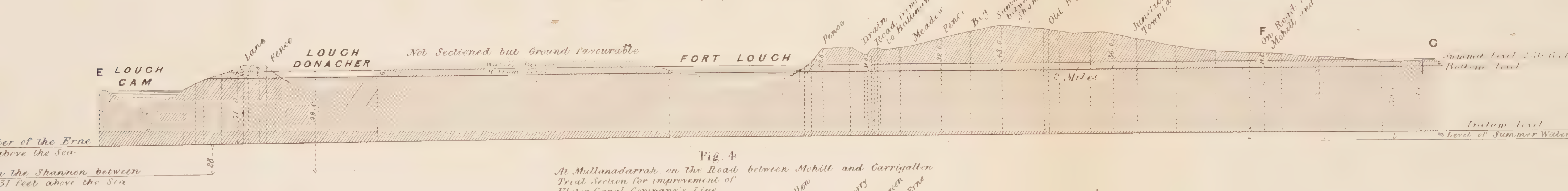


Fig. 4

At Mullanadarrah on the Road between Mohill and Carrigallen
Trial Section for improvement of
Ulster Canal Company's Line

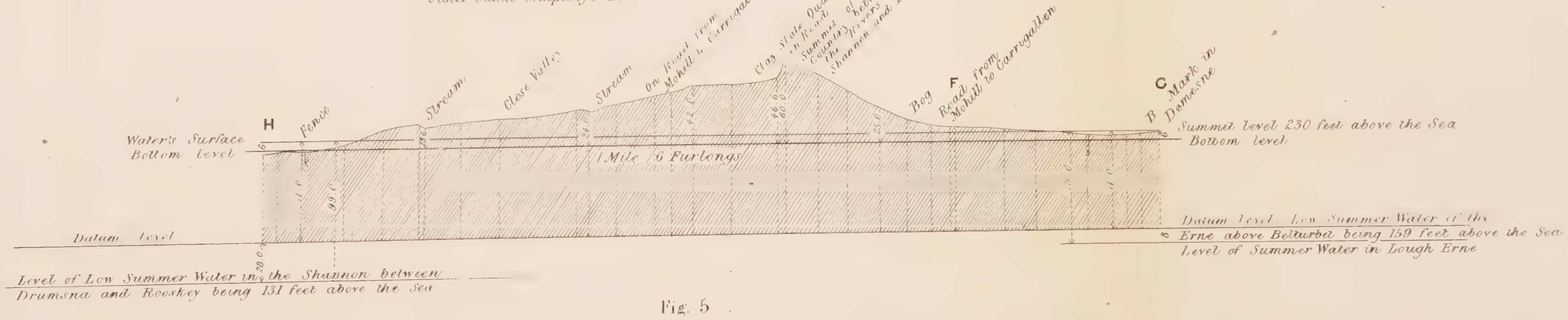
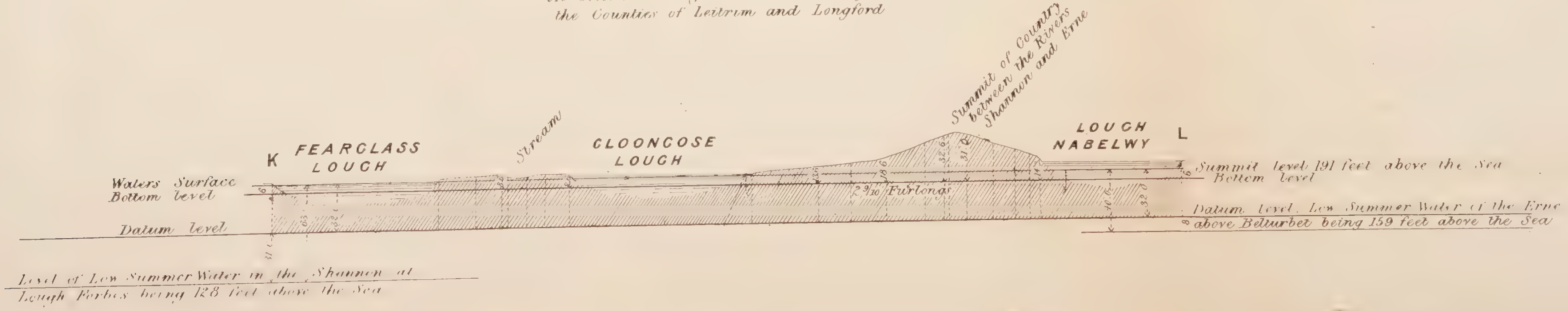


Fig. 5

At Clooncose Lough, on the boundary between
the Counties of Leitrim and Longford